

CITY OF MURRIETA GENERAL PLAN



Adopted By The City Council

Date: JUNE 21, 1994

Resolution No.: 94-310



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City of Murrieta General Plan

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INTRODUCTION

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I. INTRODUCTION

Mission Statement

We, the Council of the City of Murrieta, with the residents' positive support and unique strengths, and drawing on our historical sense of community involvement, will strive to provide a safe, family oriented city that values an enjoyable quality of life. Through innovative leadership, relying on experience from the past and using current technology and a growing body of knowledge, we will provide an opportunity to promote an orderly residential, commercial, and industrial growth plan. We will establish a skilled, caring, friendly, and service oriented staff to assist our community in solving problems in a fair, compassionate, and equitable manner (adopted by City Council May 5, 1991, prior to incorporation).

Vision Statement

Murrieta has drawn people for centuries. Native Americans chose Murrieta for its abundant natural resources and temperate climate. The early settlers saw Murrieta as a land of opportunity. They established farms, homes, and businesses across its wide open spaces.

Despite the passage of time, the qualities that drew people to Murrieta in the past; rural atmosphere, clean air, and diverse lifestyle, continue to attract new residents and businesses today. Murrieta's citizens take pride in the City's unique character which is reflected in the preservation of identifiable land areas and neighborhoods, a comprehensive trail system, landmarks, community events, the Santa Rosa Plateau, Murrieta Hot Springs Resort, parks and open space and more. Murrieta remembers what attracted its first inhabitants and preserves these characteristics for residents and tourists alike.

People migrate to Murrieta because the City has made the health, safety, and general welfare of the people the most important factor. Quality of life is Murrieta's highest priority. Murrieta is unique,

Murrieta's highest priority is the provision of an environment that maintains and improves the resident's health, safety, and general welfare.

nestled in a beautiful valley of opportunity and diversity. Murrieta offers many options in everything from housing, to jobs, to recreation. Rural farms and custom estate homes dominate the foothills, while planned communities stretch between the freeways. Equestrians ride along the Murrieta Creek, and Little League teams square off at one of the many sports parks. The Murrieta Springs Mall attracts patrons from miles away as do the many boutique shops in Old Town.

*Preservation of Murrieta's
Community Character and
protection of its natural
resources are of the utmost
importance.*

Preserving Murrieta's unique character invites tourism and guarantees steady growth. Saving and utilizing natural resources such as the thermal hot springs, the Antelope Hills, the Hogbacks, Murrieta's waterways, and the Santa Rosa Plateau are of the utmost importance. As other cities destroy their natural resources and open space, Murrieta has protected these precious commodities and will continue to do so.

Creating a balance between the expanding economic job base and the housing market ensures a prosperous Murrieta. The economic development plan provides a vital and diversified economy and a coordinated infrastructure. By actively pursuing a mixed economic job base, a variety of employment options become available from entry-level to upper management. Amenities, services, and commercial development keep pace with the population base while preserving historical sites and artifacts.

A network of public and private transportation networks provide an efficient means of moving throughout the City and the surrounding area. The City-wide trail/greenway system encourages alternative modes of transportation.

Murrieta's future will always be in harmony with an irreplaceable resource, the environment. Those entrusted with determining the City's future have sufficient foresight to be proactive in their decision-making process rather than reactive so that the City and its residents feel secure.

Murrieta recognizes that people are its most precious asset. To encourage individual growth and development for everyone from the first-year student to the accomplished professional, the City supports educational organizations in providing educational opportunities and facilities for all levels of learning, including alternative forms of education.

Murrieta's identity and quality of life will be developed through:

- Balanced jobs and housing programs with complementary environmental and economic considerations;
- A series of agencies whose purpose is to ensure safety for people and property;
- A comprehensive plan to use people of all groups and backgrounds for ongoing community enhancement;
- A combination of public and private transportation networks which provide a means of circulation in and through the City and surrounding areas;
- Emphasis on maintaining and improving the community health and welfare of all its residents;
- A plan for economic development which will provide a vital and diversified economy and a coordinated infrastructure;
- A series of identifiable land areas, buildings, community events, parks and open space in which citizens can take pride;
- A program in conjunction with educational agencies, which provides educational opportunities and facilities for all levels of learning, including alternative forms;
- A vision of the future in harmony with the environment, and sufficient foresight of those entrusted with this responsibility to be proactive, not reactive;
- Preservation and proper utilization of natural resources: air quality, geothermal, climate, recreational areas, and people; and
- A program to encourage expansion of the existing diverse medical base.

Murrieta strives to provide opportunities for a vital and diversified economy.

Every resource, whether material or human, is utilized to its best potential, resulting in a true community, made up of people of all ages and backgrounds working together to enhance Murrieta, "Gem of the Valley." Improving the community health and welfare of all its residents is an ongoing process. Because of this, Murrieta is an exciting place to live, work, and play. People are proud to call Murrieta home.

Community Profile

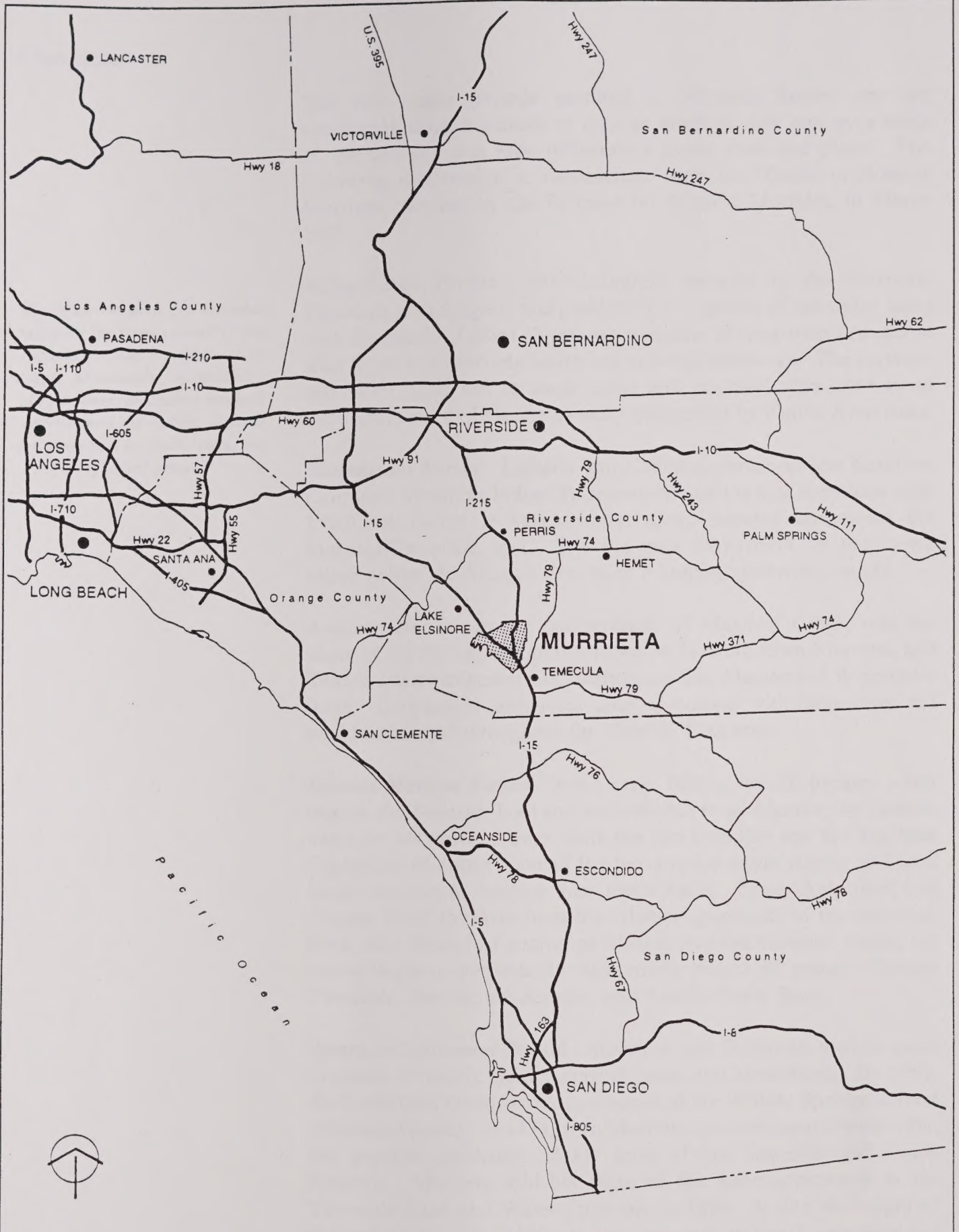
The City of Murrieta is located in Southwest Riverside County, north of the City of Temecula (Figure I-1). As a newly incorporated city, Murrieta is required to formulate a General Plan in accordance with State statutes. The Murrieta General Plan Area encompasses nearly 45 square miles, which includes approximately 16,987 acres (26.5 square miles) of incorporated city limits and 11,657 acres (18.2 square miles) of unincorporated county lands. The county lands are considered Murrieta's Sphere of Influence. The General Plan Area boundary and setting are identified in Figure I-2.

Approximately fifty-eight percent of the Plan Area consists of vacant or non-urbanized lands. Ridgelines, grove trees, creeks, and equestrian uses in the non-urbanized areas contribute to a rural atmosphere. Many residents consider the non-urban/rural character of the Plan Area to be its greatest asset, in need of preservation. They do, however, recognize the need and inevitability of growth and, because of this, desire to incorporate rural preservation goals, objectives, and policies into the General Plan. Growth should occur in an orderly manner and, within certain identified areas of the Plan Area, be developed utilizing rural design standards and techniques. In order to ensure this occurs, the community has included many of these ideas into the General Plan, with the future zoning ordinance and other implementing measures further defining non-urban/rural character and development requirements. The General Plan, however, is the first step in the process to include these measures into the daily operations of the City.

General Plans are long range by design, typically serving 20 years. The life of a city is much more historic. The existence of towns and communities usually predates the city, and the settlement of a particular area predates even that. It is a good exercise to remember that today is a legacy from the past and that tomorrow has its seed in today. For this reason, the City of Murrieta includes its history as part of its wealth of resources. The following Community Profile begins with an historic summary and continues with a discussion of the community as it exists today. This General Plan is the tool Murrieta will utilize in order to plan the City's future.

Historical Summary

As the following historical summary discusses the various periods of Murrieta's history, it should be noted that historical layering is actual and physical. A single location, such as downtown Murrieta (Historic Murrieta), may have been a settlement site through many subsequent occupations.



Location Map

I. Introduction

The Murrieta area is a valuable resource for fossils dated to the Pleistocene era, 3 million years ago. Mammoths, mastodons, dire wolves, and saber toothed cats roamed the valley. Fossils are protected by local, state, and federal laws.

The five major periods ascribed to Murrieta history are not necessarily distinct periods of time so much as they convey a sense of the changes that may influence a given time and place. The following information is summarized from the "Guide to Historic Murrieta," written by the Citizens for Historic Murrieta, in March 1992.

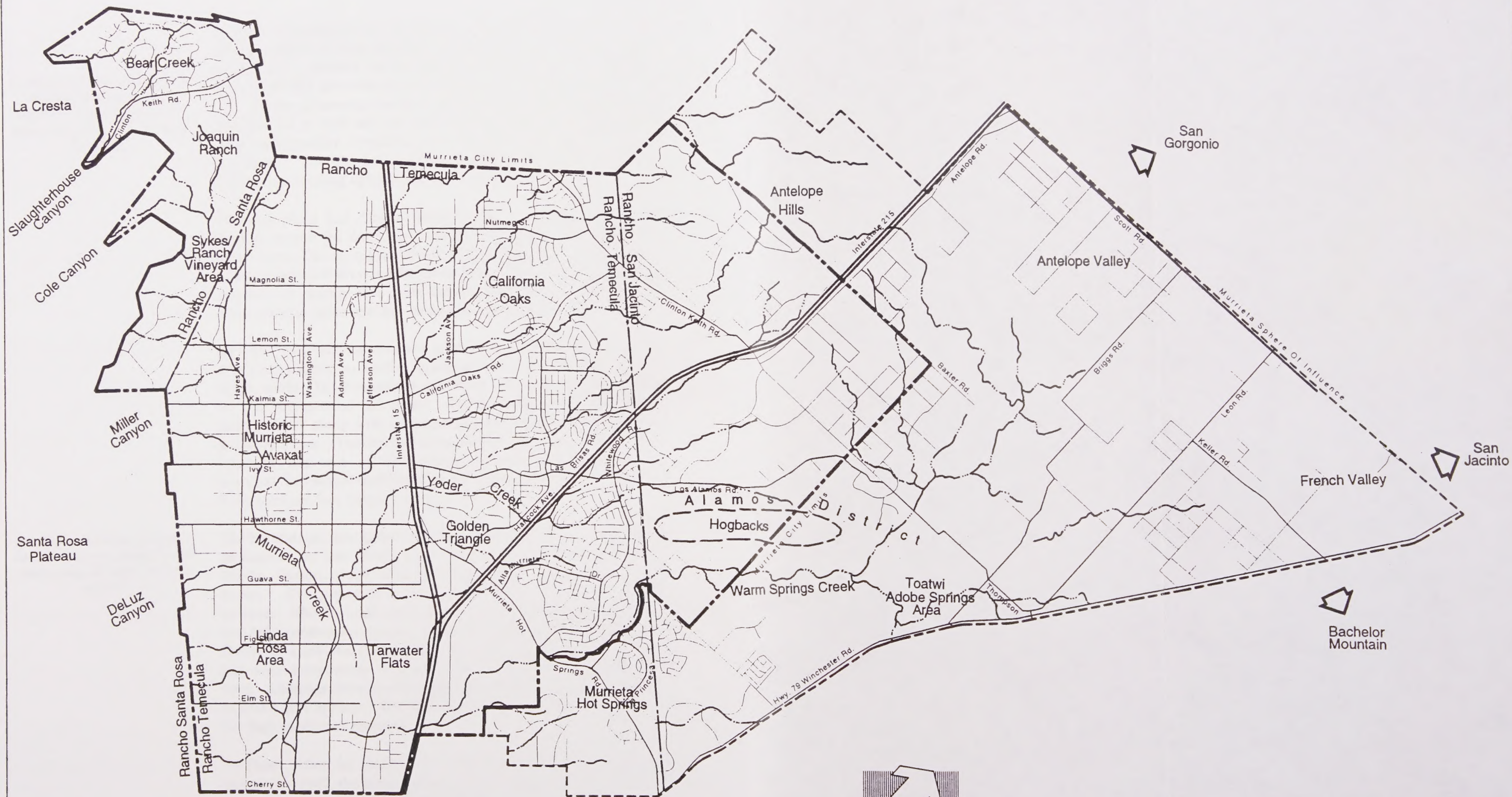
Paleo-Indian Period Archaeological research in the Murrieta-Temecula area suggests that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term prehistoric sites located in Murrieta which are valuable resources. The carvings and other signs left in local rocks and boulders also provide an important record of Murrieta's early occupation by Native Americans.

Shoshonean Period Luiseno and Cahuilla groups of the Southern California Shoshone Indian Tribe entered into the area sometime after 1500 and settled at various sites along streams throughout the Murrieta-Temecula area. The Payomik Kowichum, as they were called before the Mission Era, were a hunting-gathering people.

Avaxat, referring to the cottonwoods of Murrieta Creek, was the name of the Payomik settlement located near old town Murrieta, and Toatwi was a settlement site located near Los Alamos and Winchester Road. Ceremonial sites were often associated with large trees and boulders located throughout the General Plan area.

Spanish-Mexican Period In the early 1800's, Avaxat became a rest stop on the Sonoran Trail and was referred to as Alamos, the Spanish name for cottonwood trees. Both the San Luis Rey and the San Juan Capistrano Missions claimed the territory for cattle raising and used local vaqueros to manage their cattle herds. They likely used Los Alamos Road to travel from the Alamos grasslands to the missions. Soon after Spain lost control of Mexico and the missions closed, the entire Murrieta area was divided among three land grants: Rancho Temecula, San Jacinto Rancho, and Rancho Santa Rosa.

American Settlement Period American and European settlers came in search of mining claims, grazing lands, and homesteads. By 1861, the Butterfield Overland Stage stopped at the Willow Springs Station (Alamos/Avaxat). In 1873, Juan Murrieta, an immigrant sheepherder, and partners purchased 52,000 acres of the Temecula and Pauba Ranchos. Murrieta sold his share of the Rancho property to the Temecula Land and Water Company in 1884. It was the height of the land boom of the 1880's and the company promptly surveyed and subdivided the Murrieta portion of the Temecula Rancho.



Source: City of Murrieta Historic Inventory Resources List
United States Geological Survey
Date: 1992

General Plan Area

FIGURE 1-2

In 1883, the California Southern Railway first located in Murrieta. They established a depot along Clay Avenue, near "B" Street.

American Farming Period By 1883, the California Southern Railway located a depot on Clay Avenue near "B" Street. The train brought ice, groceries, laundry, new settlers, and guests for the nearby hot springs. It also provided the means to export hay, grains, and silica ore. As the pioneering families moved in and settled, they cleared land and put in fruit and nut orchards, vineyards, and olive groves. They raised poultry, livestock, and such crops as alfalfa, oats, wheat, and barley. The foundation was in place for the town of Murrieta and the surrounding agricultural community to develop and prosper.

The area along Los Alamos Road became known as the Alamos District, named for the Alamos School where the farmer's children were taught. The open grain fields of Los Alamos, along with those of the Antelope Valley and the Santa Rosa Plateau, collectively gave Murrieta its identity as a grain farming community. Many of the area's historic landscape and structural resources are of this period.

By 1885, the Murrieta town site grew from a railroad boxcar station to include a depot, post office, grammar school, blacksmith shop, and livery stable. The Fountain House Hotel was built near the railroad at Clay Avenue and "B" Street. The First Methodist Church was built in 1886, along with an assortment of general merchandise and specialty stores. The estimated population was about 800 in 1890. Murrieta was one of the original judicial townships, election precincts, and school districts when Riverside County was established from northern San Diego County in 1893.

The Payomik Indian referred to the Murrieta Hot Springs as Pali Sakiwoona, or "warm smelling waters."

The hot springs, now known as Murrieta Hot Springs, were a popular destination for San Diego and Los Angeles residents even in the 1880's. Visitors would frequent the hot springs to camp and "take its waters." The history of the hot springs goes back to earlier times, however. The Payomik referred to them as "warm smelling water" and held ceremonies nearby. The hot springs were deeded to the Temecula Land and Water Company with Juan Murrieta's holdings and were subsequently acquired by the German Fritz Guenther, in 1902. Guenther developed the popular resort known as "Guenther's Murrieta Hot Springs." The springs have a long standing reputation for their medicinal qualities.

To Date After the close of the rail line in 1935, the land boom ended. By 1947, the town had an estimated population of 1,200. In that same year, the Murrieta Fire Protection District was formed. Civic accomplishments in the 1950's include a new town hall (1956) and the formation of the Murrieta Valley Chamber of Commerce (1959). In the 1960's the area became known for the breeding of fine

race horses. A construction boom began in the late 1980s. In 1987, Murrieta's population was an estimated 3,350. The following year residents resisted the attempts to include Murrieta in the incorporation of Temecula. By 1990, Murrieta's population soared to an estimated 19,000 residents. On July 1, 1991, Murrieta incorporated as a city.

Environmental Setting

Murrieta is located in the southern portion of a large regional valley formed and defined by a series of parallel faults. This portion of the valley is locally referred to as the Murrieta Valley. The Santa Ana Mountains and the Santa Rosa Plateau form the western boundary of the City, the Santa Margarita and Agua Tibia ranges are to the south, and the San Jacinto ranges lie approximately 33 miles to the east. Included in the terrain of the General Plan Area is the east wall of the Santa Rosa Plateau, which is cut by several drainage canyons, a highlands area referred to as the Antelope Hills, and a series of distinct hills called the Hogbacks. Elevations range from 2,121 feet in the highland areas to around 1,030 feet on the valley floor.

The majority of the General Plan Area lies within the inland portion of the Santa Margarita River Basin, with the areas of the northerly Plan Area (within the Sphere of Influence) in the Santa Ana watershed. Murrieta Creek runs through the Murrieta Valley and flows southeasterly through that portion of the City which lies between Interstate 15 and the base of the Santa Rosa Plateau. A network of washes and intermittent stream courses occur throughout the area. These drainage courses collect the seasonal runoff from slopes and valley floors and guide it towards Murrieta Creek. Warm Springs Creek is also a tributary to Murrieta Creek, with its headwaters in the Domenigoni Valley. It drains extensive valley and upland areas and flows southwesterly for 21 miles, through the Murrieta Hot Springs area, and enters Murrieta Creek in the southern part of the City. Stream flows for both creeks are highly variable, and flooding frequently occurs in downtown areas of the City. Much of Murrieta and Warm Springs Creek remain in a semi-natural state. South of Old Town Temecula, Murrieta Creek joins Temecula Creek to become the Santa Margarita River, which drains into the Pacific Ocean near the southern boundary of Camp Pendleton.

During the Farming Period, hikers climbing the highest point on the Hogbacks could sign a notebook located in a monument. The monument was established by George Hind, one of the first homesteaders in the Alamos District.

Despite the alteration of much of the area's native plant communities, significant areas of chaparral, coastal sage scrub, riparian scrub, and riparian forest still remain. The largest concentrations of native vegetation are found in the foothills and canyons in the extreme western portion of the Plan Area, along the slopes and base of the Hogbacks, in the steep northeastern hillsides, and along portions of the Warm Springs and Murrieta Creeks. Due to historic grazing activity, native grasses were replaced by the non-native species

(bromes and wild oats) commonly seen today. Much of the land once devoted to agriculture lies fallow today, and some may be undergoing vegetative succession from pasture and cropland back to some form of scrubland.

The urbanized area of the City is characterized by a combination of old and new development. Rural, low density development is generally located west of I-15, where horsekeeping areas and open fields are interspersed by individual homes rather than concentrated neighborhoods. In contrast to the western portion of the City, substantial new planned residential developments are the dominant land use in the central portion of the City, spanning between the I-15 and 215 Freeways, and extending into a portion of the eastern Plan Area. The northern portion of the Plan Area, which includes Sphere of Influence lands to the east, remains largely undeveloped with some low density residential uses.

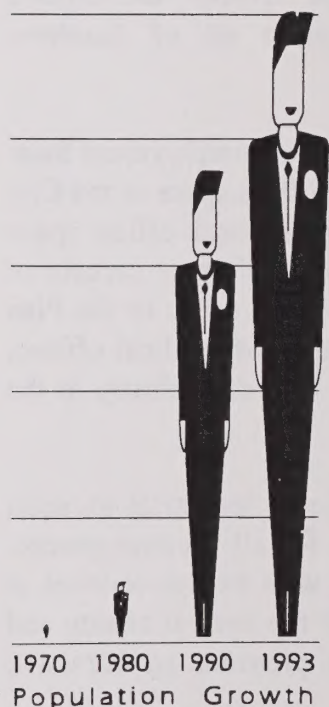
Demographics

The Murrieta townsite was established in 1885 and grew slowly until the mid 1980's. The Department of Finance, using Census data, estimated the population grew from approximately 3,000 to 18,978 persons between 1980 and 1990. This rapid growth can be attributed, to the affordability of housing, the natural beauty of the area, and the quality of life found in the Murrieta area.

The City of Murrieta incorporated in July 1991. A Community Profile prepared at that time estimated the median age as 31.9 years. Approximately 30 percent of the entire population was under 18 years of age, 30 percent was within the young adult category of 18 to 34 years, and 30 percent was between 35 and 64 years of age. The remaining 10 percent of the population was over 64 years old.

The community is predominately White, with this ethnic group comprising 80 percent of the population. The Hispanic population makes up the next largest ethnic group at 14 percent. Asians comprise three percent, Blacks one percent, and Native American 0.5 percent.

The industrial sector provides employment for the largest number of Murrieta residents, providing 48 percent of the jobs for citizens in the labor force. The balance of the labor force are employed in service sector or government jobs, which also includes the military. In 1990, 5 percent of the labor force was unemployed.



I. Introduction

The 1990 Murrieta Community Profile identified 7,000 households within the City limits. The average household size was estimated to be 2.86 persons per household. Families comprised 75 percent of the households, single people comprised 13 percent, and 12 percent were classified as others types of household.

The average household income was \$42,942 in 1990. The median sales price of single family homes dropped from \$150,600 in 1990 to an estimated \$140,000 in 1992.

Economics

In past years Murrieta's economy was based on the agricultural production of livestock, orchard and produce crops, and dryland grains. Murrieta's economy today is primarily driven by consumer attraction to the area's affordable housing opportunities, natural beauty, and quality of life. The number of people moving into the City has stimulated both retail commercial and office development. The broad range of housing types is a key element in determining the amount and type of commercial uses.

There are nine shopping centers located within Murrieta, encompassing a total retail floor area of over 800,000 square feet. In August of 1992, 16% of this floor area was vacant. This rate is unusually high and perhaps reflects the overly enthusiastic development of retail floor space throughout all of Southern California during the past five years.

Office employment is not a large share of the local employment base. There is approximately 128,600 square feet of office space in the City of Murrieta, with the bulk of this space in medical office space associated with the Sharp Health Care Hospital. Twenty percent of all office space was vacant in 1992. Future office space in the Plan Area is expected to include a significant amount of medical offices, as the City tries to capitalize on the growing medical industry in the region.

Murrieta is emerging as a potentially significant industrial location due to the wide range of housing available for all income groups. With single family homes available to those with executive-level as well as moderate-level incomes, coupled with the natural beauty and quality of life found in the area, Murrieta provides an attractive residential environment.

There is an estimated 578,700 square feet of industrial space in Murrieta. The vacancy rate is estimated to be 8.7 percent, and the average annual absorption rate between 1990 and 1992 was 110,000

Murrieta is emerging as a potentially significant industrial location due to the wide range of housing available for all income groups.

square feet per year. With economic recovery, the vacancy rate in industrial space is expected to decline.

Neighborhood Planning Areas

The City of Murrieta and the Sphere of Influence combine to create a General Planning Area of approximately 45 square miles. This large area accommodates certain planning tasks very well. However, it is also important to develop smaller and more localized planning areas. At this scale, it is easier to recognize and maintain the individual characteristics inherent to particular neighborhoods or districts and to accomplish some of the more specific and detailed tasks of operational planning.

The City of Murrieta has identified 19 individual neighborhood planning areas. Each is named based upon cultural, topographic or other significant local features, such as the Golden Triangle commercial district. Neighborhood planning areas are intended to assist residents and property owners in establishing and maintaining neighborhood identity and to serve as planning tools for the future. The Land Use Element includes a map (Figure II-1) identifying the following Planning Areas:

Planning Area Names

- 1 Bear Creek
- 2 Murrieta Creek
- 3 Downtown
- 4 Linda Rosa
- 5 Yoder Creek
- 6 California Oaks
- 7 Antelope Hills
- 8 Rancho Las Brisas
- 9 Golden Triangle
- 10 Los Alamos
- 11 Alta Murrieta
- 12 Warm Springs Creek
- 13 Rose Hills
- 14 Antelope Corridor
- 15 Antelope Valley
- 16 French Valley
- 17 Antelope Heights
- 18 Adobe Springs
- 19 Murrieta Hot Springs

General Plan Overview

Purpose of a General Plan

Murrieta's General Plan expresses the City's long-term vision and states goals for its physical development. The General Plan expresses these goals in statements of public policy. As a policy document, the General Plan provides a foundation for decision-making, in terms of land use and development, for the next 20 years.

State Law: Authority and Requirements

The State of California requires every city and county prepare and adopt a general plan. State law also specifies the content of the plan and requires that it be comprehensive, consistent, and have a long-term perspective.

A general plan is comprehensive, not only in terms of the geographic planning area that it considers, but also in the range of issues addressed. Issues associated with a city's development include physical, social, and economic concerns. By law, the general plan must address the following seven subject areas, or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements which relate to the physical development of the city or county. The City of Murrieta has elected to address economic and fiscal resources in an Economic Development Element and to include an Air Quality Element.

All Elements of the General Plan must be consistent with one another.

All elements of the General Plan have equal legal status and must be consistent with each other. Consistency within individual elements is also required. In other words, data, goals, policies, and programs should complement one another. There are also consistency requirements between the general plan and its implementation tools. These implementation tools include, but are not limited to the zoning and subdivision ordinances.

The general plan affects the welfare of current and future generations. Therefore, it must take a long-term perspective, not only in terms of assessing future needs and stating goals and objectives, but also as it guides the day to day decisions which actually implement the underlying community values.

General Plan Process

Planning is a continuous process. General plans are intended to be periodically revised as new information becomes available and as community needs and values change. Preparing, adopting, implementing, and maintaining a general plan is a process that serves to:

- identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development;
- provide a basis for local government decision making;
- provide citizens with opportunities to participate in the planning and decision making processes of local government; and
- inform citizens, developers, decision makers, and other cities and counties of the ground rules that will guide development within the community.

The General Plan process is graphically illustrated in Figure I-3.

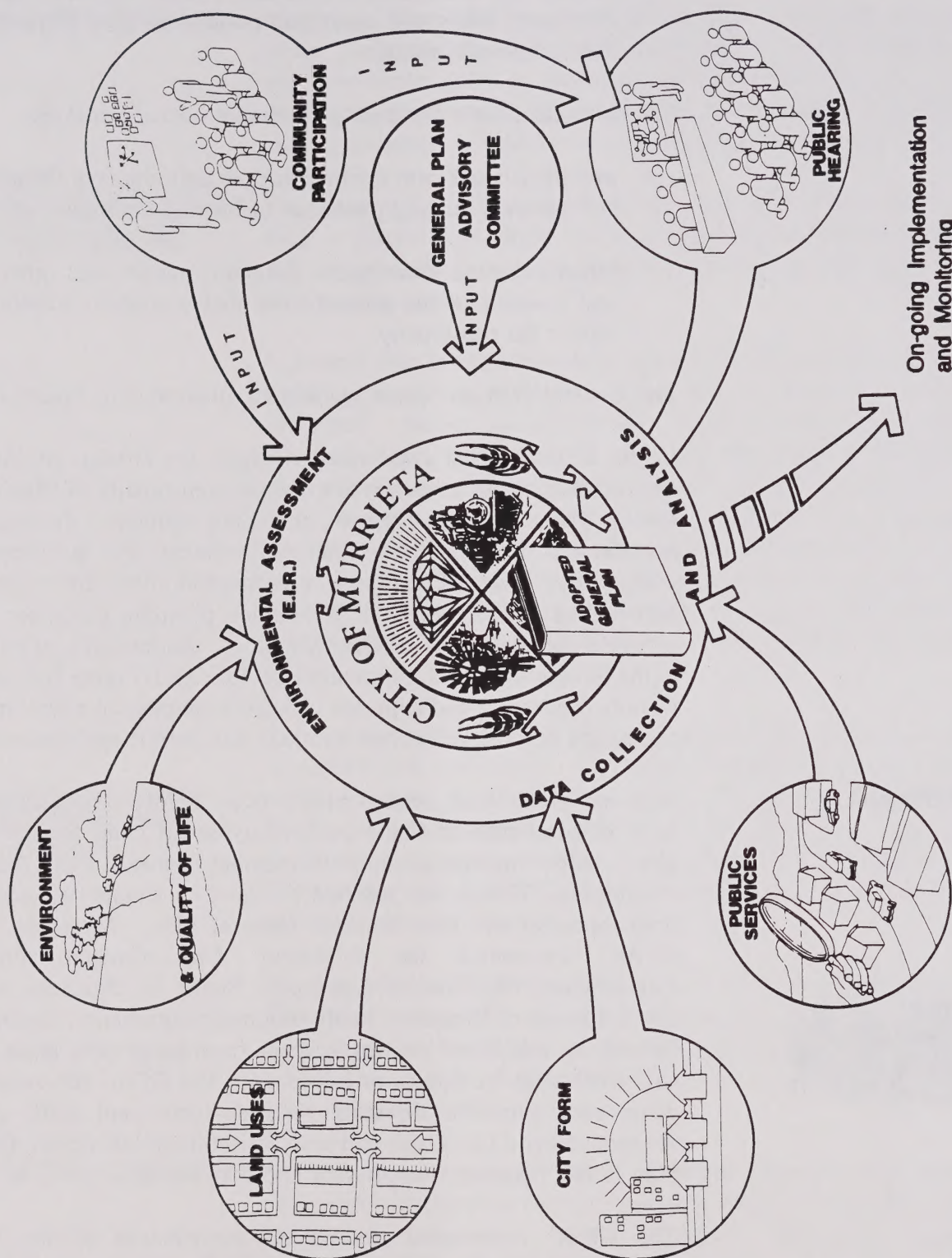
In the face of recent accelerated changes, the citizens of Murrieta decided that it was important to maintain their quality of life through locally planned orderly growth, including economic development, preservation of a rural/non-urban environment, and the support of community values. Previous to this incorporation, the community participated in the County of Riverside's planning processes. This included the assignment of County land use designations, as put forth in the Southwest Area Community Plan (SWAP) (Figure I-4), and the County processing and approval of local development plans, specific plans, and other development and land use permit applications.

Public Input



Murrieta started their general plan process before incorporation. A citizens' committee drafted a preliminary set of goals for the future plan. After incorporation, a 16-member General Plan Advisory Committee (GPAC) was selected by the City Council to guide the preparation of the first Murrieta General Plan. Members of the GPAC represented the following: City Council, Planning Commission, Chamber of Commerce Board of Directors, School District Board of Directors, the development community, Community Service Area 143, and resident citizens from geographic areas of the City (including the Sphere of Influence). The GPAC reviewed draft documents, provided direction to consultants and staff, shaped alternative Land Use plans, and ultimately forwarded a draft General Plan to the Planning Commission and City Council.

The GPAC represented the largest contribution of the Public Participation Program. The overall Public Participation Program was designed to solicit community involvement. Along with the GPAC meetings, community workshops were held in various locations throughout the Plan Area.

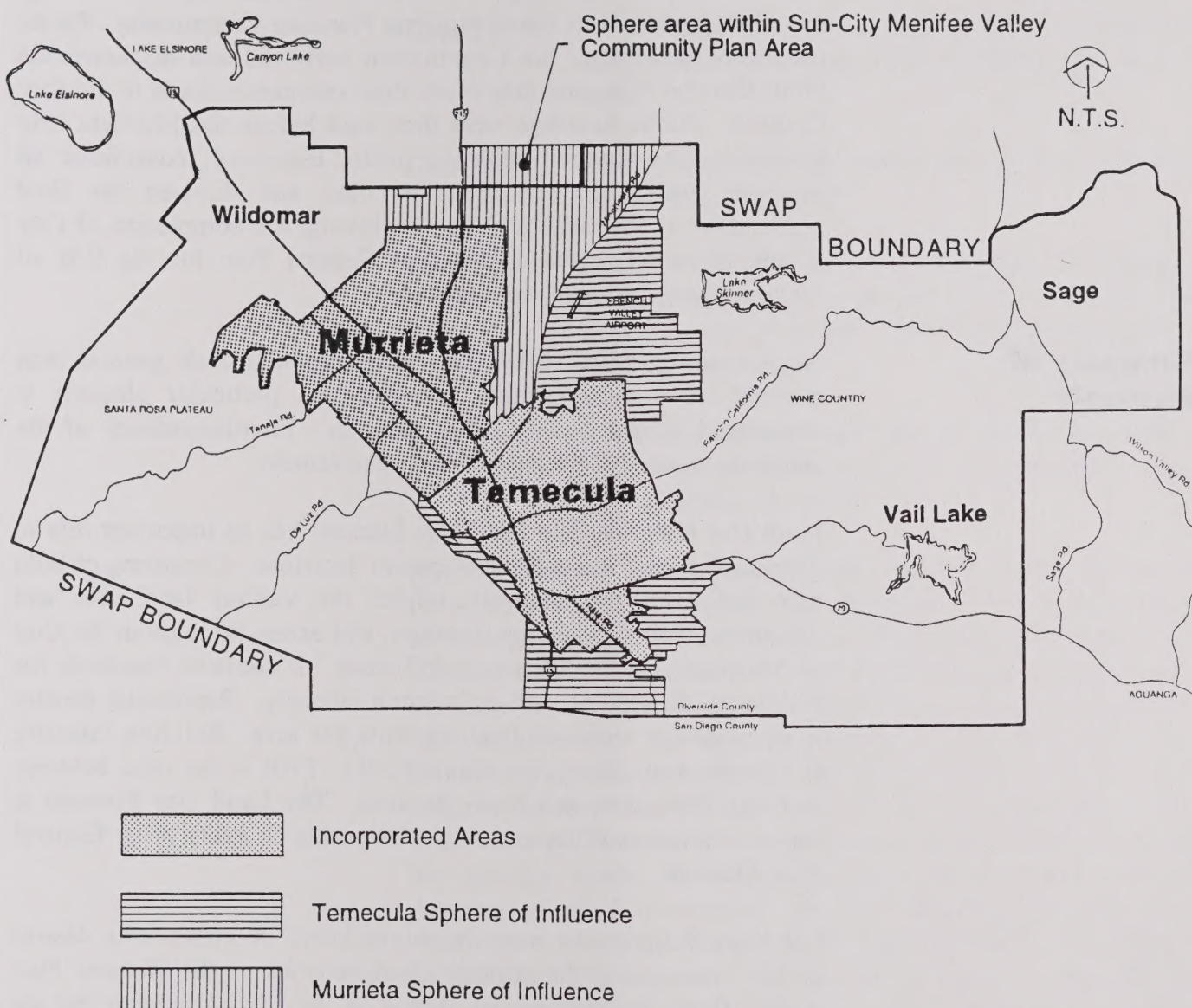


Source: The Lightfoot Planning Group, 1992

General Plan Process

FIGURE 1-3

SWAP Buildout			
	Population	DU's	Pop/DU
1990 Existing Conditions	62,000	24,300	2.55
Buildout of SWAP	763,546	318,145	2.40



Source: Southwest Area Community Plan, 1989
City of Temecula General Plan Draft, July 1992

Southwest Area Community Plan

FIGURE 1-4

Issue identification exercises were conducted at the initial series of workshops. A second series of workshops were held later in the plan process to present the Draft General Plan and solicit additional input. Area citizens were in attendance, and public comments were taken at all GPAC meetings, joint workshops, and hearings.

Joint Planning Commission and City Council Workshops were held to present the Draft General Plan and Environmental Impact Report. The joint workshops provided the City leaders with the background information which formed the GPAC's recommendations and prepared them for the public hearings to come. The first set of public hearings were held before the City of Murrieta Planning Commission. Public testimony was taken, the Commission reviewed and discussed the Draft General Plan, and they made their recommendation to the City Council. Public hearings were then held before the Murrieta City Council. The Council received public testimony, considered all evidence and recommendations to date, and directed the final preparation of the General Plan. Following the completion of City Council-directed revisions, the first General Plan for the City of Murrieta was approved and adopted.

Summary of Elements

As previously stated, State Law mandates that each general plan element have equal stature, whereby no particular element is considered to supersede another element. Interdependency of the elements is assured because of this requirement.

Land Use Element The Land Use Element has an important role in determining land use and development decisions. Consisting of both text and map, this element defines the various land uses and designates their distribution, location, and extent throughout the City of Murrieta and the Sphere of Influence. It contains standards for residential density, as well as building intensity. Residential density is expressed in terms of dwelling units per acre. Building intensity is expressed in floor area ratios (FAR). FAR is the ratio between building floor area and total site area. The Land Use Element is broad in scope and has a strong relationship to every other General Plan Element.

Land use designations were developed based on community desires and in response to the specific characteristics of the General Plan Area. These designations are shown on the Land Use Map and are defined for various residential, commercial, industrial, civic, park, and open space land uses. The Land Use Element is also concerned with community services and infrastructure, including the impacts of land use on flood control, sewer, and water systems. A section on

Land Use designations define residential, commercial, industrial, civic, park, and open space lands.

regionalism discusses aspects of Murrieta's relationships to nearby communities and the surrounding geographic area.

Seven goals express the City's intent concerning their most relevant land use issues. Each goal is further defined within the Element in terms of specific objectives and policies.

Goal LU-1: A balanced distribution and orderly growth of residential, commercial, industrial, recreational, civic and open space land uses.

Goal LU-2: Preservation of the community's rural/non-urban characteristics in appropriate locations in the Plan Area.

Goal LU-3: Orderly growth with public services and compatible surrounding land uses.

Goal LU-4: Identify, and plan for the preservation, development, or other special circumstance of areas of the Plan Area that are of unique environmental, historical, or economic concern.

Goal LU-5: Revitalize private and public lands in need of redevelopment or those that are underdeveloped due to lack of public facilities.

Housing Element Decent housing and a suitable living environment for all socio-economic segments of the population is considered one of the highest priorities in the State of California. Consequently, the Housing Element is not only a mandatory element of general plans, but state law explicitly requires that it be reviewed and updated at five year intervals. The Housing Element of Murrieta's General Plan identifies population and household characteristics, as well as the quantity, quality, and characteristics of the existing housing stock. The Housing Element also examines and expresses methods to meet the housing needs, as determined in the Southern California Association of Governments' (SCAG) Regional Housing Needs Assessment. State Law mandates that goals, policies, and programs be identified that addresses housing for all Murrieta residents for a five-year period. Recent State legislation modified the five-year requirement. The current planning period was extended to now include the period from 1989 to 1996.

As of January, 1993, the City had an estimated 10,474 housing units. The future housing need for Murrieta has been calculated by applying current household growth rates, vacancy rates, and standards, as identified in the element. Based on this calculation, Murrieta will need to construct an estimated 1,307 housing units from January 1993 to January 1996. Future units are required to be affordable to all income groups as specified by the California Department of Housing and Community Development.

Murrieta encourages the development of a diversified housing stock.

The Housing Program is required to be achievable within the planning period. To guide this Program, goals were established in the Housing Element that focus on four important housing issues. The implementation of these goals includes programs geared to assist very low income, low income, and moderate income households.

Goal H-1: Develop a diversified housing stock in terms of housing type, density, price, and tenure that meets the future housing needs of all socio-economic groups within Murrieta.

Goal H-2: Preserve, maintain, and improve the existing housing stock with special attention to existing affordable housing.

Goal H-3: Remove or minimize governmental constraints on the development, preservation, or improvement of the housing stock.

Goal H-4: Housing opportunities for all households regardless of race, color, religion, sex, family size, marital status, national origin, ancestry, age, or disability.

Circulation Element The circulation system is one of the most critical components in the overall physical organization of the City. Its function is to provide for the movement of goods and people, including pedestrians, bicycles, transit, trains, and automobiles. Efficient traffic circulation is important to Murrieta's economic viability and social activity. It impacts community cohesion, influences the location of future development, and affects both community appearance and character. Regional coordination is necessary, as local circulation conditions influence, and are influenced by those of neighboring communities. Circulation conditions may even determine the air quality many miles away. Because this system influences the living environment in countless ways, it maintains an important role in a community's quality of life.

The function of the Circulation Element is to provide a master blueprint for implementation of the circulation system. The General Plan land use and circulation plans were developed using alternative land use schemes and a computerized traffic model developed for the City of Murrieta. The Murrieta Traffic Model was used to evaluate the travel demands within the City at buildout of the Land Use Plan. The Circulation Plan is intended to show how the buildout of the Land Use Plan can be accommodated through the identification of desired alignments and a hierarchy of roadways and circulation routes in the City and Sphere area. Operational policies, levels of service, and safety are also addressed in the Element.

The Circulation Element includes the goals, objectives, and policies necessary to implement the Circulation Plan. It is closely related to the Land Use Element, Housing Element, Conservation and Open Space Element, and Air Quality Element. Five goals express the City's intent concerning the most relevant circulation issues. Each goal is further defined within the element in terms of specific objectives and policies.

- Goal CIR-1:** A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.
- Goal CIR-2:** A regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region.
- Goal CIR-3:** Accommodate alternatives to private automobile transportation that meet the needs of all City residents.
- Goal CIR-4:** An adequate supply of both private off-street and public parking.
- Goal CIR-5:** Manage peak hour traffic flow and demand on the circulation system to reduce traffic congestion where necessary and feasible.

Conservation/Open Space Element State Law requires the establishment of Conservation and Open Space elements. This General Plan combines the two elements due to the close interrelationship between conservation and open space in Murrieta. Demands on natural resources and open space areas increase relative to increases in population. For this reason, it becomes necessary for

a community to periodically reassess its use of these resources, particularly those that are finite and nonrenewable, or those critical to life support such as air and water. Although the traditional need for resource conservation concerned itself with natural resources, it is also important for a community to assess the man-made cultural and historic resources it wishes to preserve for future residents. This may include the preservation of historic areas and structures, or the preservation of a rural/non-urban character in appropriate locations. Open spaces must also be reviewed and identified to meet the needs of the population. Open space is an important issue in Murrieta due to the desire to maintain a rural/non-urban atmosphere where appropriate.

The goals, objectives, and policies contained within the Conservation/Open Space Element address the conservation and open space issues as they relate to buildout identified in the Land Use element. Conservation issues for the City of Murrieta include: water resources, biotic resources, land resources, energy resources, cultural/historic resources, rural character, park and recreation, community trail system, and additional open space.

- Goal COS-1:** Conserve and manage water resources which include surface waters, groundwater, imported water supplies, and waste water.
- Goal COS-2:** Conserve biotic resources in both natural and urban environments.
- Goal COS-3:** Soil conservation, watershed protection, the preservation of significant landforms, and the responsible management of mineral resources.
- Goal COS-4:** Responsibly managed and conserved energy resources.
- Goal COS-5:** Protect and enhance cultural and historic resources and develop those opportunities which will serve the cultural needs and identity of the community.
- Goal COS-6:** Preserve, enhance, and maintain the rural character of appropriate areas.
- Goal COS-7:** Provide open spaces of sufficient quality and quantity to serve both the active and passive recreational needs of the community.

Goal COS-8: Develop and maintain a comprehensive community-wide system of trails that complements both local and regional trail systems.

Goal COS-9: Preserve open space areas that protect community resources and the community's health and safety.

Safety Element The purpose of the Safety Element is to protect the City of Murrieta from such natural and man-made hazards as earthquakes, floods, fires, and hazardous materials. It is important to identify, assess, and prepare for these situations because of their potential to cause injury or death, property damage, and economic and social dislocation. A number of potentially hazardous situations exist within the community. These include areas vulnerable to geologic hazards such as surface fault-rupture, liquefaction, landslides, subsidence, and fissuring. Other areas of concern include those susceptible to severe flooding from Murrieta Creek and its tributaries, areas vulnerable to large scale wildland fires, and the influence area around the French Valley Airport. The potential for hazardous materials incidents also exists, particularly on the freeways or in industrial areas. Disaster planning and emergency management will require coordination among City Departments and various regional response programs. Design and other protection measures are proposed, along with the goals stated below, to avoid or minimize exposure to potential hazards.

Goal S-1: Protect health and safety and minimize injury, loss of life, property damage, excessive maintenance, and social and economic impacts caused by geologic hazards.

Goal S-2: Minimize injury, loss of life, property damage, and economic and social disruption caused by man-made and natural flood and inundation hazards.

Goal S-3: Reduce the risk of flooding in areas of the City located within designated dam inundation areas.

Goal S-4: Protect water resources in the Murrieta Plan Area from degradation due to urban development in their vicinity.

Goal S-5: Protect water resources of the underlying groundwater basin from contamination and potential degradation from urban development.

- Goal S-6:** Provide citizens of Murrieta with a Fire Safe Community.
- Goal S-7:** A highly effective City Police Department.
- Goal S-8:** Develop and utilize a City Multi-Hazard Functional Plan.
- Goal S-9:** Ensure the safety of persons and property within the French Valley Airport Influence Area.
- Goal S-10:** Reduce threats to public health and safety from hazardous materials, especially threats induced by earthquakes and accidental leaks and spills.

Noise Element The Murrieta General Plan is required to have a Noise Element that identifies, appraises, and plans for noise problems in the community. In the City of Murrieta, motor vehicle noise is the most common and widely dispersed noise source. Freeway traffic, truck traffic, and traffic on arterial roadways such as Jefferson Avenue or California Oaks Road generates most noise of this type. A lesser degree of noise is generated from the two local airports and construction and industrial activities.

The ultimate purpose of noise control policies is to minimize the exposure of community residents to excessive noise. The need to provide this protection will increase over the coming years as the population density increases. Controlling environmental noise within acceptable levels of exposure can be accomplished by the thoughtful location of land uses, proper site design and protection techniques, and various other techniques as prescribed under the following goals.

- Goal N-1:** A community where noise sensitive land uses are properly and effectively protected from excessive noise generators.
- Goal N-2:** Reduce and avoid noise impacts from mobile sources.
- Goal N-3:** Reduce and avoid noise impacts from construction activities.

Air Quality Element The City of Murrieta is located within the South Coast Air Basin. Because air quality is clearly a regional issue, pollution standards and planning requirements must be considered on a state and federal level. Murrieta's Air Quality Element is an optional element that has been prepared to address

local responsibility for air pollution and comply with the South Coast Air Basin's 1991 Air Quality Management Plan (AQMP). Both stationary and mobile sources of air pollution exist within the City. Permits have been granted to operate stationary sources of emissions such as restaurants, manufacturing plants, dry cleaners, and automotive services. However, most of the air pollutant emissions in the City are generated by mobile sources, primarily the cars, trucks, and buses travelling on local freeways and streets.

The goals, objectives, and policies are designed to reduce the health and economic impacts of air pollution in Murrieta and to increase awareness of local, regional, and governmental responsibility for air quality.

Goal AQ-1: Improve air quality through joint regional efforts.

Goal AQ-2: Improve air quality through land use planning.

Goal AQ-3: Improve air quality through greater jobs/housing balance.

Goal AQ-4: Control emissions by reducing vehicle trips and vehicle miles traveled.

Goal AQ-5: Enhance mobility to improve air quality.

Goal AQ-6: Reduce air emissions through energy conservation.

Goal AQ-7: Reduce particulate matter (PM₁₀) and fugitive dust emissions.

Goal AQ-8: Improve air quality through new technology.

Economic Development Element An Economic Development Element is part of the Murrieta General Plan because the City believes that coordinated and planned economic development is important to the continued maintenance and improvement of the community. Within the Element, Murrieta's economic environment is discussed in terms of production- and consumption-based factors. The element also addresses economic factors associated with activity outside of Murrieta Plan Area boundaries.

The goals, objectives, and policies identified in the Element are designed to ensure that Murrieta takes a proactive role in guiding economic development.

The majority of air pollutants in Murrieta are generated by mobile sources, primarily the cars, trucks, and buses travelling on local freeways and arterials.

Policy guidelines are organized around the following goals:

- ED-1:** Provide citizens and businesses of Murrieta with a sound economic base.
- ED-2:** Provide citizens and businesses of Murrieta with a strong economic base through a coordinated implementation strategy that is responsive and efficient.
- ED-3:** Identify and provide for special circumstances that merit unique directives regarding economic growth or revitalization.
- ED-4:** Develop a strong fiscal operating position with the capacity to meet public service demands of residents and businesses.

Implementation of General Plan

The General Plan is adopted through a legislative act. Any amendment or revision to the Plan requires approval and adoption by the Murrieta City Council. Following adoption of the General Plan, an Implementation Matrix will be prepared, identifying City departments responsible for implementing each of the policies found in the Plan. The General Plan will be implemented through daily City decisions. Every time the City approves a development project, or builds a street or opens a park, or responds to an emergency, the General Plan is being implemented. The Plan is implemented by a wide variety of policies, documents, and ordinances such as, but not limited to:

- Specific Plans
- Redevelopment Plan
- Development Code
 - Zoning Ordinance
 - Subdivision Ordinance
- Capital Improvement Program
- Public Facilities Master Plans
- Housing Programs
- Congestion Management Program
- Special District Plans
- Development Agreements
- Hazardous Waste Management Plan

These implementing documents will be initiated upon the adoption of the General Plan and will run with its life. Any amendment to the

Plan will require a review of these documents to ensure consistency with the implementation measures.

Implementation of the General Plan is assisted through the interrelationships of the individual elements. Due to consistency requirements, the adoption of a Zoning Code will address a number of policies throughout the Plan. Design Guidelines may address Land Use issues, Conservation/Open Space issues, Circulations issues, and any other community design concern. All implementing devices must be consistent with the General Plan. The State considers an action, program, or project to be consistent with the General Plan if it furthers the objectives and policies of the Plan and does not obstruct the attainment of the objectives and policies.

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LAND USE ELEMENT

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II. LAND USE ELEMENT

Introduction

One of the primary reasons for Murrieta to incorporate as a city was to give Murrieta's citizens more control over local land use decisions, decisions which had previously been made by the County of Riverside. The Land Use Element of the General Plan, with its important role in determining land use and development decisions, provides a foundation for this to occur.

Purpose and Authority

The purpose of the Land Use Element is to plan the location and intensity of future development in the City while maintaining orderly growth and economic vitality with community character, historical identity, and the stewardship of natural resources. The goals and policies of this Element are based in community values and offer a vision of what Murrieta strives to be in the future. Public infrastructure and facilities are closely related to land uses, therefore, future public facilities in Murrieta are discussed within this Element. The Land Use Element addresses land use issues of concern for the entire 45 square mile General Plan Area (includes City of Murrieta incorporated boundary and Sphere of Influence area). Future development and local planning will include nineteen individual neighborhood planning areas (Figure II-1). These areas have been identified to ensure that future planning tasks can be accomplished in response to the needs of particular neighborhoods. It is anticipated that these areas will provide for more focused review and coordination of development proposals to meet the needs of the neighborhoods.

The Land Use Element of the Murrieta General Plan indicates the distribution, location, and density/intensity of residential, commercial, industrial, and public land uses. These broad categories are further defined as land use designations in the General Plan. For instance, residential land uses include six designations, based on the housing type and density, or number of dwelling units per gross acre of land area.

Murrieta was one of the original judicial township, election precincts, and school districts when Riverside County was established from the northeast portion of San Diego County in 1893.

The residential designations range from large lot single-family to multi-family type development. Commercial and industrial categories are assigned designations based on the type of use. Civic, or public, uses of land are included in the Civic/Institutional designation and may range from scenic open space to public utilities. Public services, such as recreation and education, are also identified in the Civic/Institutional designation.

State Law requires the Land Use Element be included in the General Plan. Government Code Section 65302 (a) states: "The general plan shall include a Land Use Element which designates the proposed general distribution and general location and extent of the use of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public building and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land."

Summary of Existing Conditions

The Land Use Element existing conditions discussion addresses the following topics:

- Land Use Inventory/Plan Area Characteristics
- Approved Specific Plans
- Plan Area Development
- Infrastructure
- Regionalism

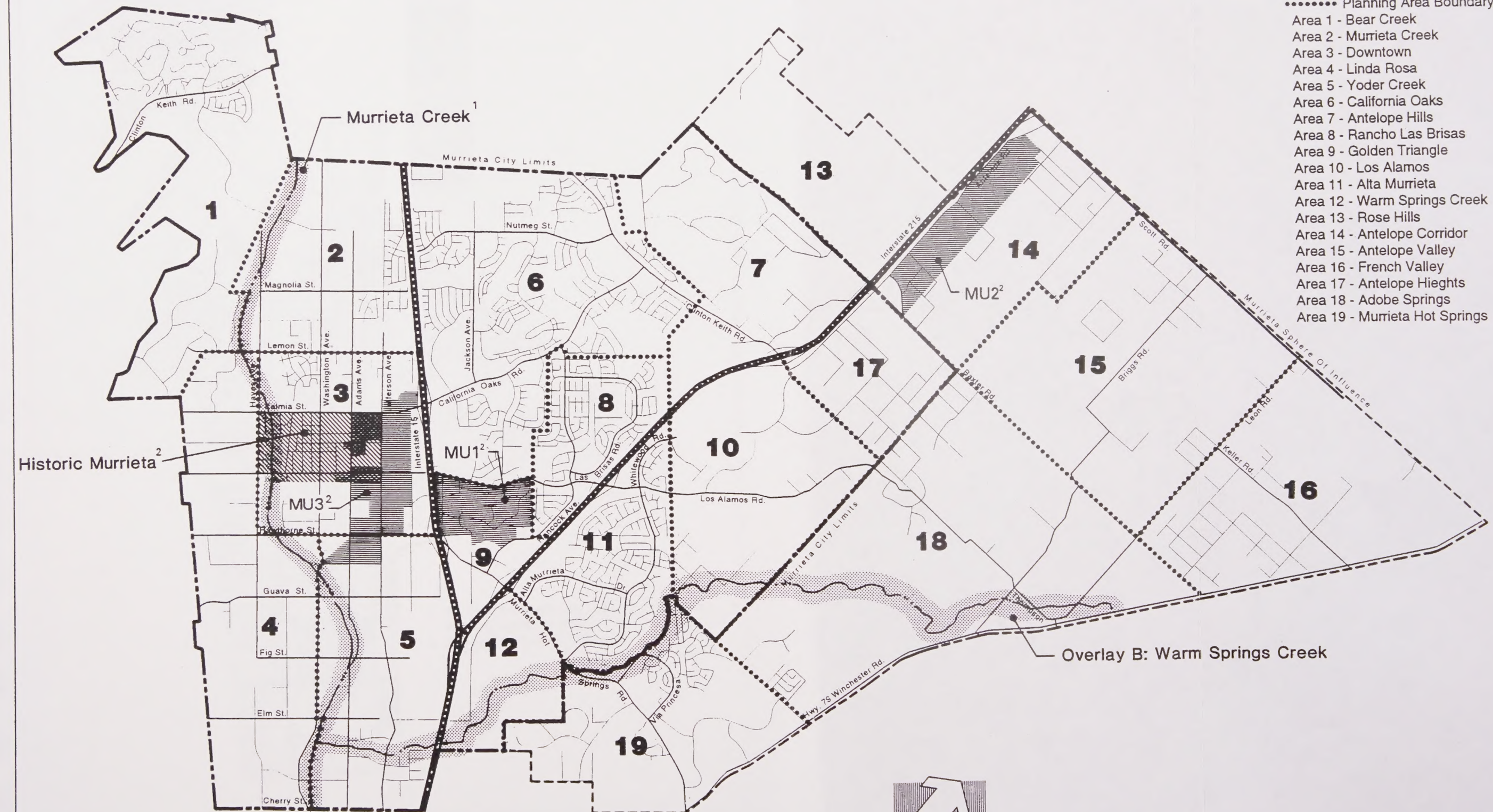
This section is intended to summarize the findings and analysis found in the Existing Conditions Technical Report and Master Environmental Assessment prepared in conjunction with the General Plan.

Land Use Inventory/ Plan Area Characteristics

The land use inventory is intended to document, as closely as possible, existing conditions within the Plan Area, which includes both the incorporated City and its assigned Sphere of Influence. The total Plan Area is approximately 28,644 acres. The current Murrieta City Boundary includes 16,987 acres and the Sphere of Influence is 11,657 acres. A land use survey was conducted, and the field data were transferred to a computerized base map. Existing land use distribution is illustrated in Figure II-2. Existing land use calculations are represented in Figure II-3 and land use categories used for the existing conditions analysis are discussed in Figure II-4.

PLANNING AREAS

- Planning Area Boundary
- Area 1 - Bear Creek
 - Area 2 - Murrieta Creek
 - Area 3 - Downtown
 - Area 4 - Linda Rosa
 - Area 5 - Yoder Creek
 - Area 6 - California Oaks
 - Area 7 - Antelope Hills
 - Area 8 - Rancho Las Brisas
 - Area 9 - Golden Triangle
 - Area 10 - Los Alamos
 - Area 11 - Alta Murrieta
 - Area 12 - Warm Springs Creek
 - Area 13 - Rose Hills
 - Area 14 - Antelope Corridor
 - Area 15 - Antelope Valley
 - Area 16 - French Valley
 - Area 17 - Antelope Heights
 - Area 18 - Adobe Springs
 - Area 19 - Murrieta Hot Springs



1. Discussed in further detail in the Conservation and Open Space Element

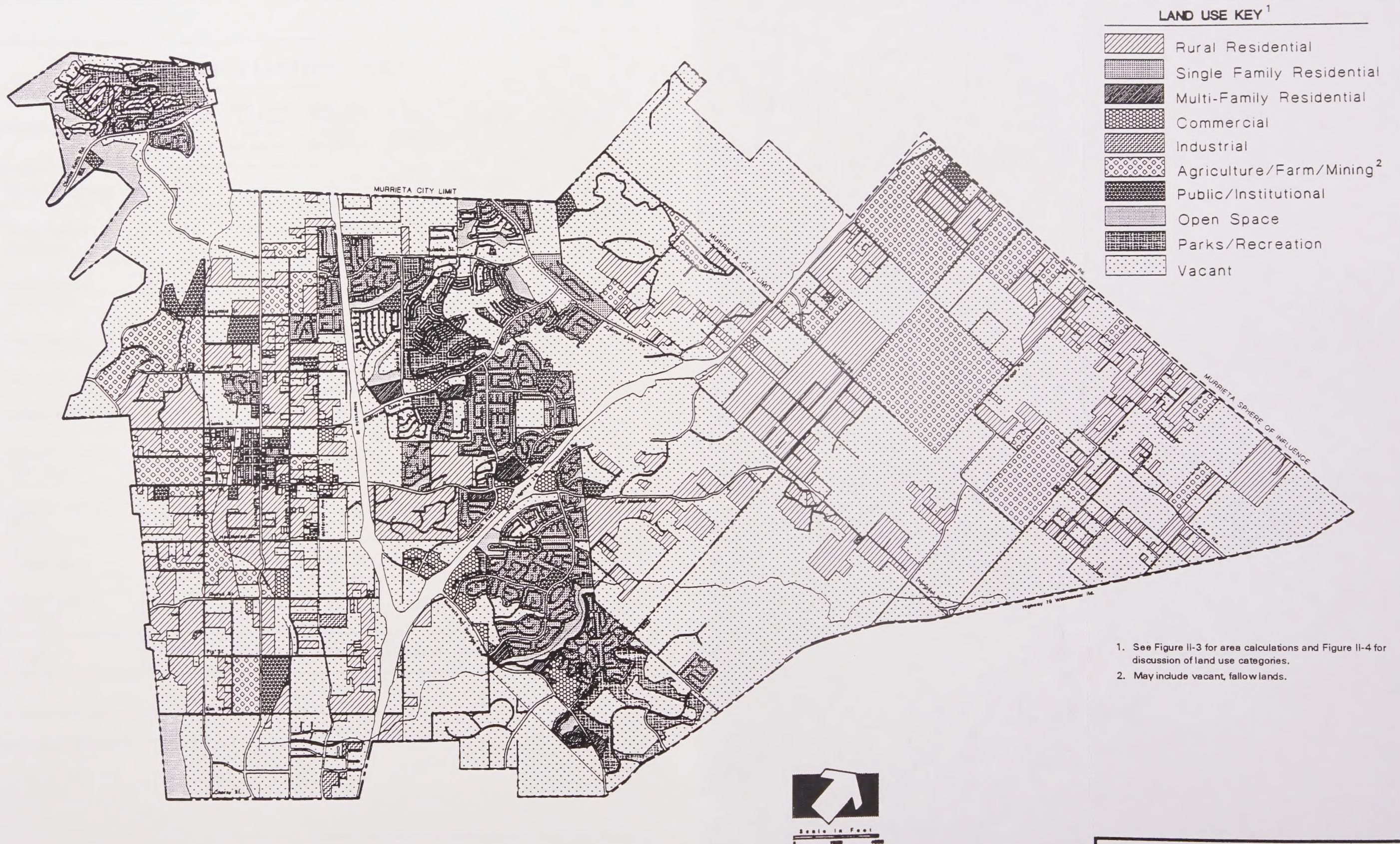
2. Discussed in further detail in this Element

Date: August 1993



Planning Areas

FIGURE 11-1



Existing Land Use

FIGURE 11-2

Existing Land Use Inventory

Existing Land Uses	City Area West of I-15 (in acres)	City Area I-15 to I-215 (in acres)	City Area East of I-215 (in acres)	Sphere Area (in acres)	Plan Area Total (in acres)	Percent of Total Plan Area
Rural Residential	1,824.3	508.0	885.4	1,694.7	4,912.4	17.2%
Single Family Residential	479.7	1,288.2	442.1	293.7	2,503.7	8.7%
Multi-Family Residential	0.0	116.3	12.9	57.1	186.3	0.7%
Commercial	216.8	162.9	85.0	10.5	475.2	1.7%
Industrial	70.6	0.0	0.0	0.0	70.6	0.3%
Public/Institutional	181.3	90.9	30.1	45.1	347.4	1.2%
Parks/Recreation/ Open Space	624.8	454.2	85.4	253.3	1,417.7	4.9%
Agriculture/Farm/ Mining	552.4 ¹	75.4	6.5	1,599.9	2,234.2	7.8%
Vacant Lands	3,708.3	1,763.2	1,801.0	7,090.7	14,363.0	50.1%
Streets/Freeway & R.O.W.	334.9	761.2	425.2	612.0	2,133.3	7.4%
Totals	7,993.1	5,220.3	3,773.6	11,657.0	28,644.0	100.0%

¹ Does not include areas of The Vineyard Specific Plan that are currently farmed.

Source: The Lightfoot Planning Group, 1992

**Existing Land Use Inventory
Area Calculations**

The land use categories used for the Land Use Inventory Map are described as follows:

RESIDENTIAL

Rural-Residential - This category is used to identify all lots 1/2 acre in size or larger, with a single-family dwelling(s) as the primary use.

Single-Family Residential - This category identifies lots less than 1/2 acre in size with a single-family dwelling(s) as the primary use.

Multi-Family Residential - All attached housing, regardless of lot size, is found in this category.

COMMERCIAL

All commercial uses, retail, medical, regional, office etc. are found in this category.

INDUSTRIAL

All industrial uses, manufacturing, research and development, assembly etc. are found in this category.

PUBLIC/INSTITUTIONAL

This category includes government and agency buildings, installations and service facilities; schools and schoolyards both public and private; churches; airports; reservoirs; and cemeteries. For example, water district well sites, phone company substations, the new high school and the Bear Creek Airport would all be in this category.

PARKS, RECREATION & OPEN SPACE

All public parks, golf courses, and specific plan or other plan designated open space are in this category. This includes lands set aside as slope areas and channelized or naturalized drainage courses.

AGRICULTURE, FARM & MINING

Horse farms, llama ranches, and agricultural operations that were the primary use on the property were included here. Fallow agricultural lands may be included here as well. Large lots with a residence, a few horses or limited crop area which appeared to be for personal or hobby use, were not included.

VACANT LANDS

Unimproved, unoccupied lands were placed in this category. This category may include fallow agricultural lands.

STREETS

Streets and their respective rights-of-way are found in this category.

Existing Land Use Inventory Category Criteria

The existing Plan Area is distinctive in its overall lack of urban development. Approximately 58 percent of the land area is either vacant or used for agriculture. Most development is in the form of residential tract housing, located in the central portions of the Plan Area. Because of the absence of extensive development, there is a desire by the citizens of Murrieta to maintain the rural/non-urban atmosphere as much as practical, while still allowing for orderly and planned growth that is sensitive to the local environment and character. This is expected to occur through various means, including the use of Design Guidelines and the recognition of special districts.

Approved Specific Plans

The Murrieta General Plan Area includes eleven currently approved specific plans. It should be noted that several specific plans (i.e. Bear Creek & Joaquin Ranch) share specific plan numbers and may have joint or overlapping approvals. Approved specific plans account for more than 9,953 acres in the General Plan Area (34.7% of land area) and have already had a significant impact on land use patterns. Figure II-5 illustrates the location and name of approved Specific Plans documented in the Existing Conditions Technical Report. The Technical Report further discusses each Specific Plan in terms of geographic boundaries, acreage, land uses, and other characteristics, including current development status.

Plan Area Development

Prior to incorporation, Murrieta was under Riverside County's jurisdiction. Riverside County considered the Murrieta area to be a prime commercial and industrial growth area, and developed a plan to allow for this. In 1989, the County approved a community plan for its Southwest Area (SWAP), including Murrieta and most of its Sphere of Influence. A portion of the northern Sphere area is within the Sun City/Menifee Valley community planning area. The City of Murrieta did not adopt SWAP or the Sun City/Menifee Valley plan as its interim General Plan. SWAP was referred to as a guide on land use matters, however. The Sphere area is bounded by Winchester Road (SR-79) to the east and Scott Road to the northeast. The western boundary generally follows the City's current limit line in a northerly direction, then runs east to the I-215 freeway. The City recognizes the necessity to plan for the ultimate annexation of the Sphere area in order to promote orderly growth and ensure proper infrastructure planning. The General Plan includes policies that provide for the annexation of the Sphere to occur.

A series of land use designations have been developed specifically for the Murrieta General Plan. The land use designations represent the citizen's desire to maintain a good quality of life with orderly and balanced growth. The designations, discussed in further detail in

II. Land Use Element

Murrieta currently has over 9,950 acres within approved Specific Plan areas, equating to approximately 35% of the entire General Plan Area.

subsequent sections of this Element, account for various land use characteristics identified by Murrieta residents as being important to the maintenance of their quality of life, such as the preservation of rural residential areas. Approved specific plans will have an impact on future development in Murrieta. Specific Plan land uses were taken into account during development of the General Plan Land Use designations for Murrieta.

Each Murrieta residential land use category has a corresponding density or intensity range. Each commercial and industrial category has a floor area ratio (FAR). The FAR for these non-residential categories indicates the relationship between lot area and building area. For example, a 10,000 square foot building on a 20,000 square foot lot would have a floor area ratio of 0.50:1, or 0.5 (Figure II-6).

Infrastructure

This Section is a summary of the information included in the General Plan Technical Reports. Additional or more current information is included for some sections, otherwise the information is representative of the Technical Reports (October, 1992).

Facilities and Utilities

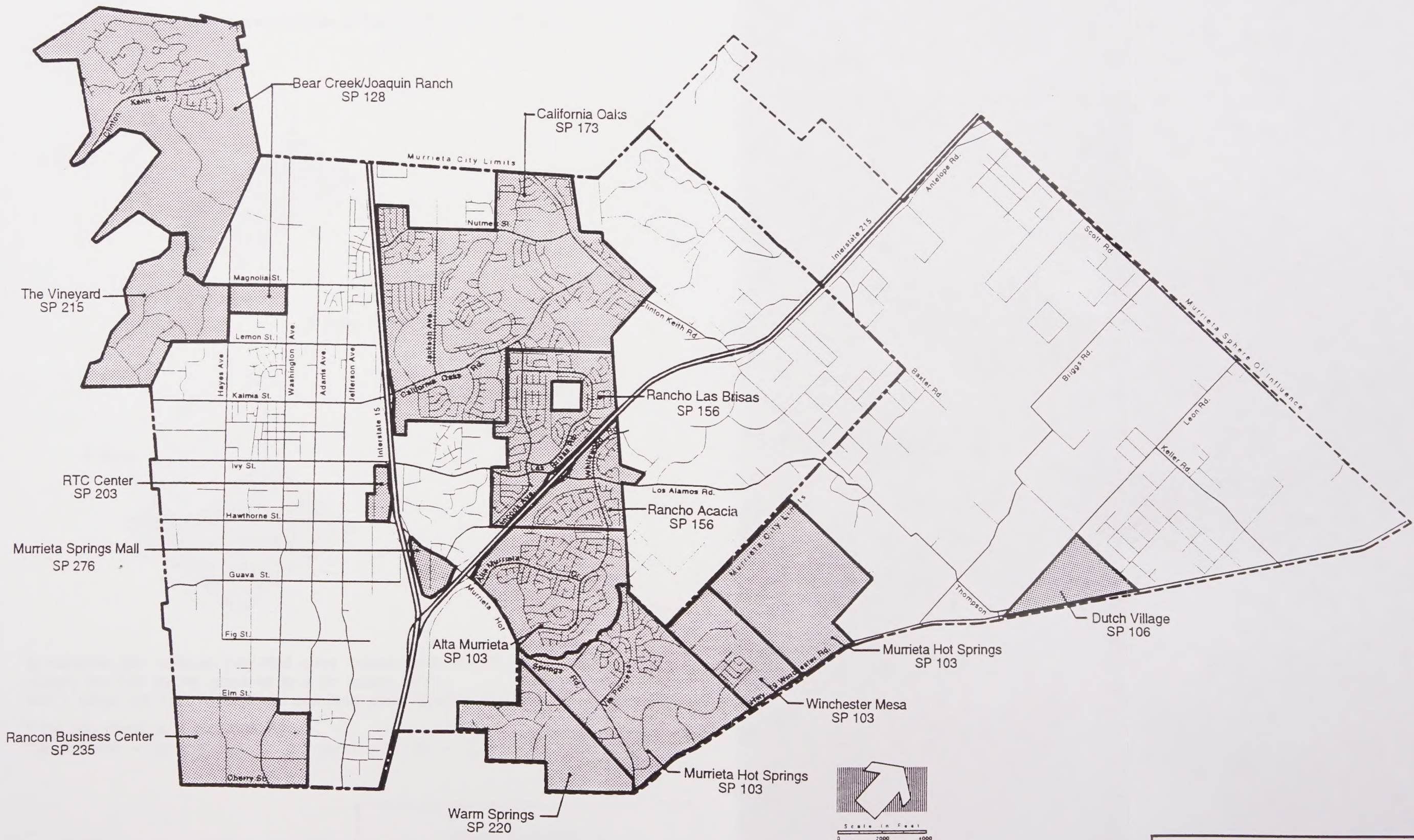
Infrastructure facilities and utilities must be adequate to serve all activities within the City. "Infrastructure" refers to the physical facilities which are necessary to support existing, developing, and future land uses. Examples of infrastructure include water, sewer, and drainage facilities, as well as gas and electric utilities.

The level of infrastructure relates directly to the service needs of existing and projected land uses. The infrastructure system must be adequate to serve not only the existing needs, but also to serve the future demands of the community.

Water Services The following retail purveyors distribute potable water within the plan area (Figure II-7).

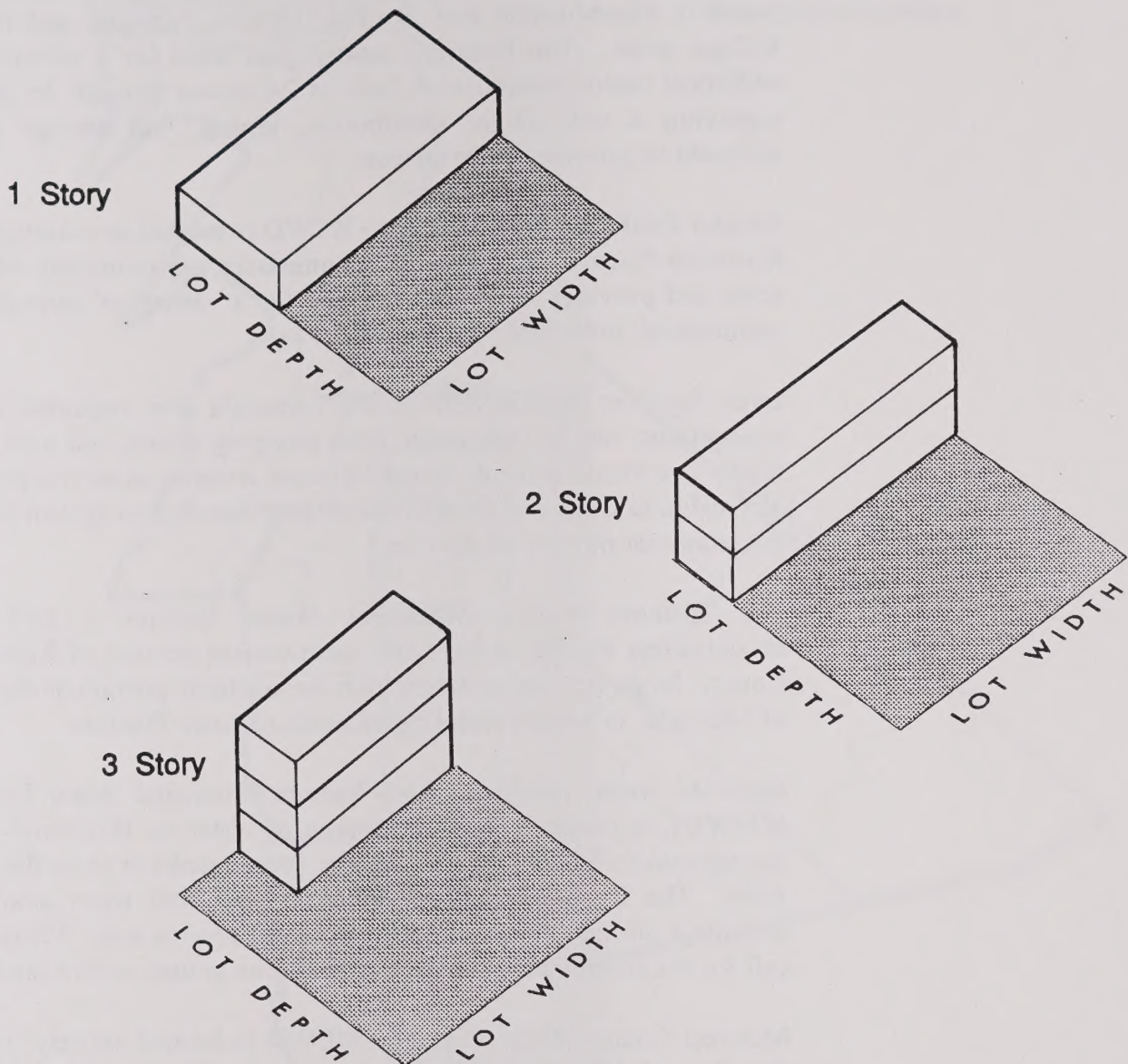
Eastern Municipal Water District - EMWD encompasses 534 square miles (341,700 acres) in the western portion of Riverside County. Its boundaries encompass the cities of Riverside, Moreno Valley, San Jacinto, Hemet, Perris, and northeasterly portions of Murrieta lying generally east of Interstate 215. Water is provided predominately on a retail basis to domestic customers and agricultural users. The District also supplies water wholesale to nine public entities and companies who are not contracted to purchase water directly from the Metropolitan Water District.

Four separate water districts provide potable water services within the Plan Area.



Source: City of Murrieta, 1992

All three examples below illustrate a Floor Area Ratio (FAR) of 0.5.



To calculate the maximum permitted gross building floor area for a given site, multiply the FAR by the gross lot area (in square feet).

$\text{FAR} \times \text{Gross Lot Area} = \text{Maximum permitted gross building floor area}$

If the site above is a one acre lot,
then the $\text{FAR} = 0.5 \times 43,560 \text{ s.f. (one acre)} = 21,780 \text{ s.f. gross building floor area}$

Floor Area Ratio

Existing facilities in the area include two local wells, improved water connections, pumping plants, pressure regulators, and 48-inch major feeders to the Golden Triangle area. Major 48-inch lines run toward Sun City and distribution piping of 12 inches through 24 inches are found in the Murrieta Hot Springs, Golden Triangle, and Dutch Village areas. The District's master plan calls for a network of additional major transmission lines of 24 inches through 36 inches supplying a network of distribution, piping, and storage tanks adequate to provide urban services.

Rancho California Water District - RCWD is located in southwestern Riverside County. The District encompasses approximately 96,000 acres and provides retail water supply for a variety of agricultural, commercial, industrial, and residential uses.

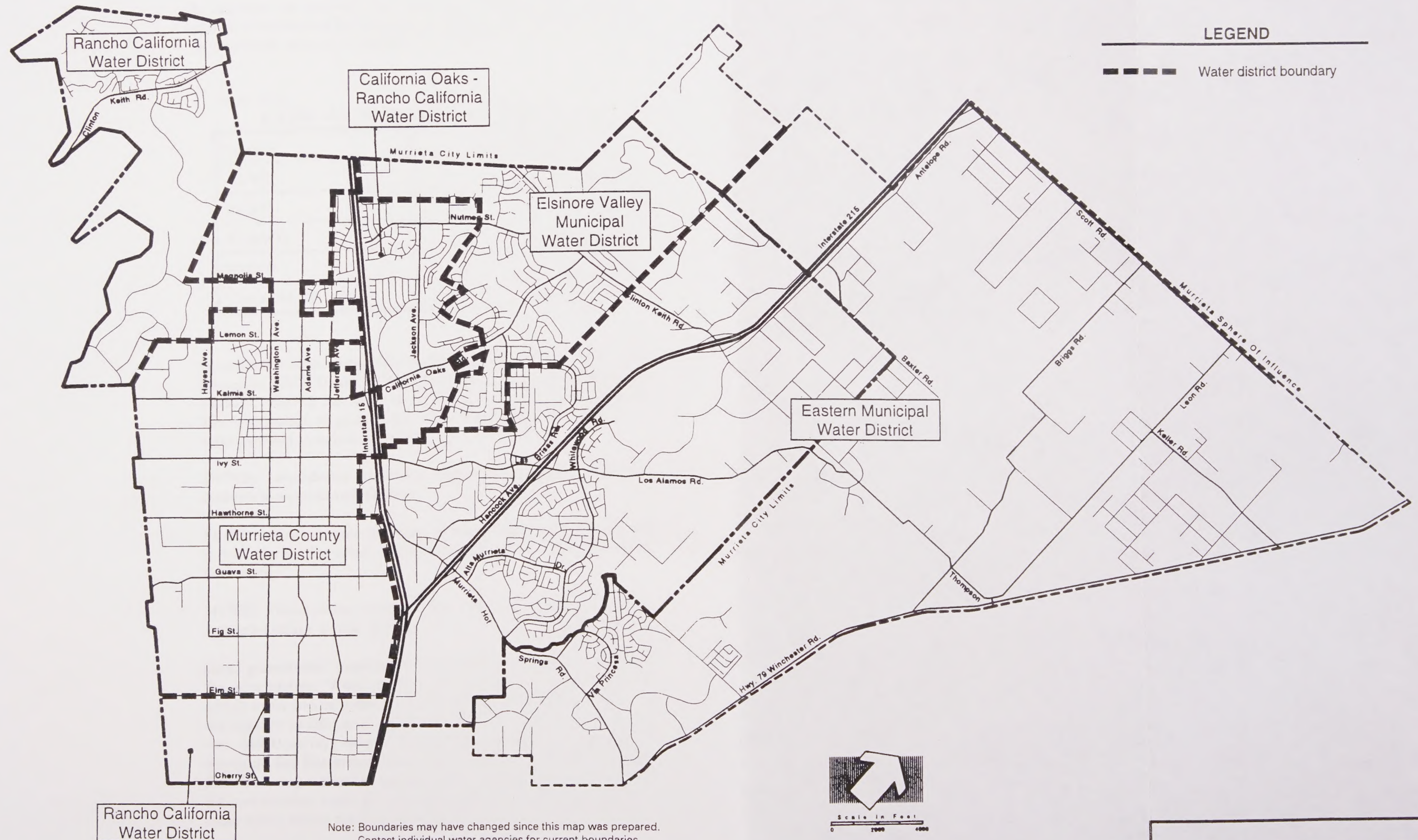
Local facilities include wells in the Temecula area, imported water connections, two storage tanks, three pumping plants, and a 36-inch feeder line from Temecula, along Jefferson Avenue, to serve a portion of California Oaks and Bear Creek. A grid distribution system serves the southeast portion of the City.

The Elsinore Valley Municipal Water District - EVMWD encompasses 80,000 acres in the southwestern portion of Riverside County. Its service area extends from the northerly portion of the City of Murrieta, to areas several miles north of Lake Elsinore.

Imported water, purchased from Eastern Municipal Water District (EMWD), is presently the sole source of water to 48 district-wide storage tanks. The District utilizes six storage tanks to serve the Plan Area. The District has plans to make local well water available through a 30-inch inter-tie to their northern service area. Plans also call for the completion of a local distribution system within the City.

Murrieta County Water District - MCWD is located entirely within the City of Murrieta. The district is generally located south of Magnolia Street; north of Guava Street; East of Hayes Avenue; and west of I-15. It encompasses approximately 4,800 acres.

District facilities include five local wells, one storage tank, and a minimal distribution system sized for rural lots. Murrieta County Water District's (MCWD) master plan calls for expansion of the systems well supply, storage capacity, and a grid of 12- and 16-inch lines which can accommodate urban development.



In addition, an inter-tie with Eastern Municipal Water District (EMWD) is proposed for emergency supplies. Water use in Murrieta, by individual agency, is identified in Figure II-8.

Figure II-8
WATER USE IN MURRIETA BY AGENCY

District	Acre Feet/Year
MCWD	4,930
RCWD	10,770
EVMWD	3,360
EMWD	32,120
City of Murrieta Total	51,180

Groundwater is an important source of supply to each of the retail purveyors. RCWD and MCWD have wells in the Pauba-Temecula Aquifer. EMWD has wells in the San Jacinto Groundwater Basin. The contribution of groundwater to the total supply for each of the retail agencies is indicated below:

EMWD: Groundwater sources are nearly 16 percent of the existing system's average annual demand.

RCWD: Groundwater provides as much as 85 percent of total supply. During dry years, groundwater provides 50 to 60 percent of total supply.

MCWD: Groundwater accounts for 100 percent of the existing system's average annual demand.

Local groundwater supplies are augmented by imported water from the Metropolitan Water District of Southern California (MWD). MWD owns and operates the Colorado River Aqueduct, which has the capacity to deliver in excess of one billion gallons of water per day. MWD purveys water to 27 contracting agencies in Los Angeles, Riverside, San Bernardino, San Diego, Ventura, and Orange Counties. EMWD, being a member agency, serves as a wholesale purveyor to the non-member water districts that distribute imported water (on a retail basis) within the City of Murrieta.

Reclaimed Water will continue to be used and pursued for irrigating right-of-way landscaping, parks, golf courses, and other public open spaces.

Reclaimed Water The use of reclaimed water in lieu of potable water offers benefits to the increasing demands on ground and imported water sources. This approach provides both a reduction in the reliance on imported water and a method of disposing of treated wastewater. Both EMWD and RCWD are actively contributing to reclaimed water production in and around the City of Murrieta.

Each of the agencies has planned a series of storage tanks, supply augmentations, and transmission and distribution piping capable of serving the Land Use Element buildout projections. Additionally, each of these agencies has design criteria requiring storage and line sizing which are conservative to allow for changes in usage within their individual systems. District funding mechanisms are through a combination of user fees, special district financing, development fees, and bonding.

Sewer Services The General Plan Area is serviced by both public and private sewage systems. Private sewage systems consist of on-site septic systems, while public systems include underground disposal and water reclamation facilities. The Eastern Municipal Water District (EMWD) and the Rancho California Water District (RCWD) provide public sewerage collection and treatment facilities within the General Plan Area. Development within the unsewered Plan Areas utilize on-site septic systems.

The Murrieta County Water District (MCWD) has public sewerage systems. The District currently serves an equivalent of 250 homes, but has completed a backbone system capable of servicing new development. The system discharges into RCWD's and EMWD's interceptors, through inter-agency agreements.

Elsinore Valley Municipal Water District (EVMWD) provides sewer service to its customers. The portion of their district that is within the City of Murrieta is treated by RCWD.

The EMWD Sewage Treatment Plant serving areas of Murrieta is located within the Santa Margarita drainage basin, just west of the City of Temecula. This facility, the Temecula Valley Regional Water Reclamation Facility (RWRF), is one of the five EMWD facilities. None of the District's treatment facilities, however, are located within Murrieta incorporated limits.

Murrieta Hot Springs and the Golden Triangle are presently sewered to the EMWD's Temecula Treatment Plant. The interceptor providing this service presently flows through a portion of the MCWD service area and then down the valley into Temecula. The District has

master-planned major interceptor sewers to serve the Golden Triangle area, the Warm Springs drainage area, and the French Valley area.

RCWD operates two water reclamation plants: Joaquin Ranch Water Reclamation Facility (JRWRF) and Santa Rosa Water Reclamation Facility (SRWRF). Both of these facilities are located within the City of Murrieta, west of I-15. The JRWRF is north of the Murrieta County Water District and SRWRF is at the southern end of the MCWD. There are three sewage lift stations within the RCWD system. They are located within the City of Murrieta and are referred to as the California Oaks, San Joaquin, and Bear Creek sewage lift stations.

Rancho California Water District interceptors in California Oaks presently flow through the valley area to the Santa Rosa treatment plant at the intersection of Fig Street and Washington Avenue. The Bear Creek area is served by a separate treatment plant that is not proposed for expansion. All additional flows from the RCWD service area, the EVMWD, and MCWD area are handled at the Santa Rosa Facility.

Only EMWD and RCWD provide treatment facilities to serve the General Plan Area. Interagency agreements allow the cooperation between all four water districts and no basic changes are expected in the sewer system for each agency.

Flood Control Facilities Prior to the incorporation of the City of Murrieta, flood control facilities were approved and maintained by the Riverside County Flood Control and Water Conservation District (RCFC&WCD). Since incorporation, all channels and/or pipe facilities that are Master Planned in Murrieta by RCFC&WCD, which are larger than 36 inches in diameter, are under jurisdiction of the RCFC&WCD, including plan review, plan approval, inspection, and maintenance. All catch basins and connector pipe will be maintained by the City. All channels and pipe facilities that are not on a Master Plan will be the responsibility of the City.

The Murrieta Creek Area Drainage Plan was adopted by RCFC&WCD in 1986 with appropriate area drainage fees to implement the Plan. There is currently \$80,000 budgeted to expand the Master Plan in zone 7, which includes areas of Wildomar, Murrieta, and Temecula. The Master Planned area in Murrieta includes Murrieta Creek, Warm Springs Creek, and local lines A-P. Lines A-P are located westerly of I-15. Master Planning is needed for drainage areas east of I-15. The Drainage Plan outlines flood and

Flood and Drainage facilities are critically needed in order for an orderly and economical development of Murrieta to occur.

drainage control problems in the Murrieta Creek Area and concludes that certain flood and drainage facilities are critically needed for an orderly and economical development of the area. This Plan is subject to change and calls for the channelization of Murrieta Creek and its major tributaries and includes several concrete-lined open channels and a small network of underground storm drains. The facilities proposed by the Plan range in size from a 450 -foot wide, 14-foot deep Murrieta Creek channel designed to control more than 38,000 cubic feet per second (CFS), to 36-inch reinforced concrete piping. The majority of the regional facilities, as proposed in the Murrieta Creek Area Drainage Plan, remain unconstructed during the preparation of the General Plan due to lack of funds, regulatory approvals, and permits.

Community Services

The inventory and analysis of Murrieta's community services are discussed below (detailed analysis of each community service identified here is found in the Existing Conditions Technical Report and Master Environmental Assessment prepared in conjunction with the General Plan).

The Murrieta Community Service District (CSD) provides park and recreation, slope and street median maintenance, street lighting and landscape, and some drainage maintenance services.

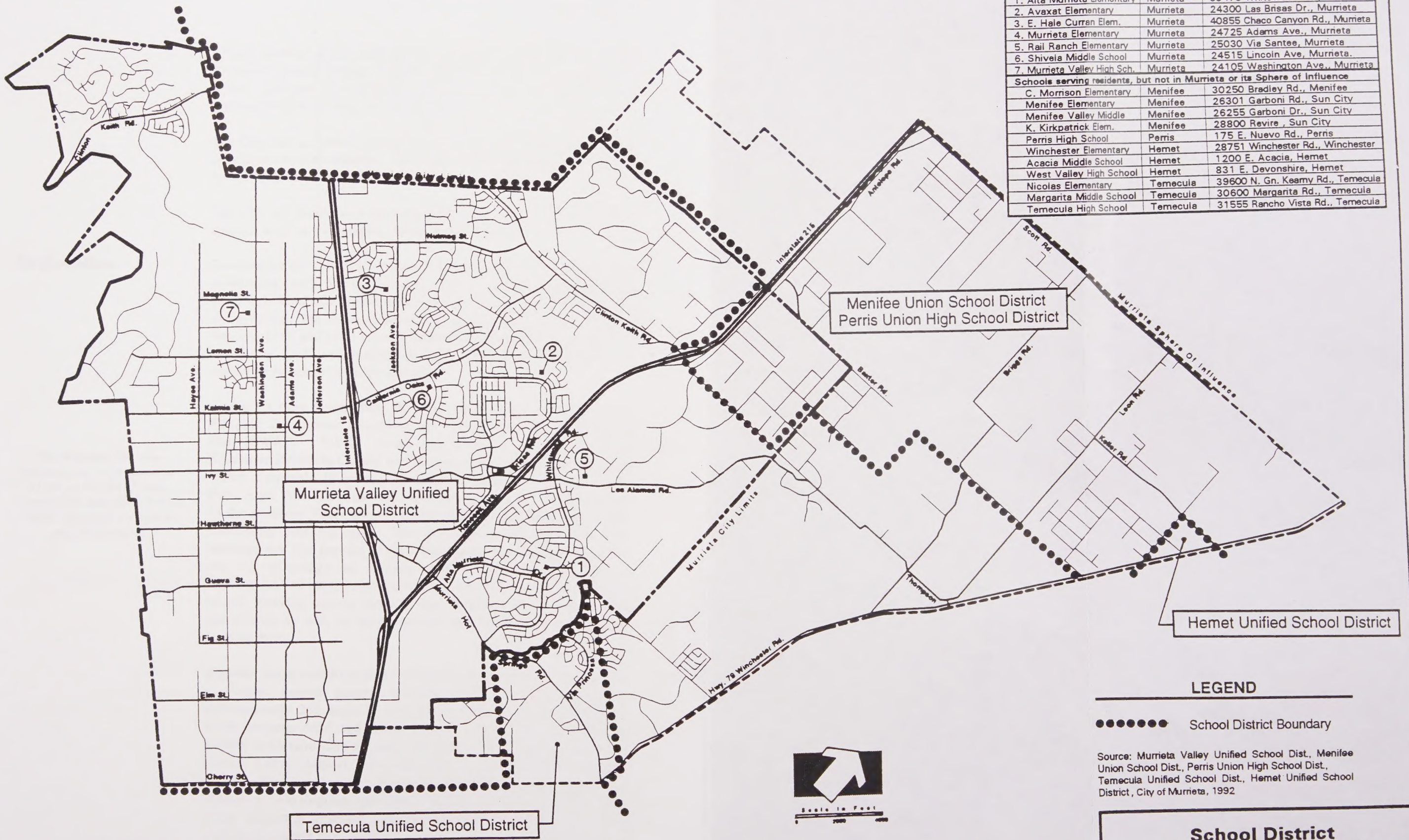
Five school districts provide educational services to residents of the City and Sphere of Influence area. These districts are identified in Figure II-9.

Fire Prevention & Suppression is provided by the Murrieta Fire Protection District, the Riverside County Fire Department, and the California Department of Forestry.

Law Enforcement is provided by the Murrieta Police Department, Riverside County Sheriff's Department, and the California Department of Highway Patrol.

Solid Waste Services are provided by several companies and transported to one of three Riverside County landfills. Recycle items and green waste are directed to specific sites in the area.

Health Services include routine health care providers, emergency care service, and emergency and intensive care facilities such as hospitals.



Source: School Districts, 1992

Library Services are provided by the Temecula Branch Library of the Riverside County Library system. Additional facilities are needed within Murrieta, but budget cuts have to date prevented the implementation of plans to provide them.

The City Hall is owned by the City of Murrieta. The Fire Protection District owns their stations. The Post Office and police station are leased for public use.

The City of Murrieta is serviced by a number of communication sources, such as newspapers, radio, and television.

Regionalism

Planning for the City of Murrieta's future requires consideration of its relationship with the surrounding region. In the last ten years, Southwest Riverside County has been one of the fastest growing areas in California. The building boom and in-migration experienced here between 1980 and 1990 created regional level impacts to air quality, circulation, and jobs/housing balance. Regional coordination is necessary to minimize such impacts.

Southwest Area Community Plan In 1989 the County of Riverside Planning Department completed the Southwest Area Community Plan (SWAP). SWAP covers approximately 210,738 acres in Southwest Riverside County and includes the communities of French Valley, Temecula, Murrieta, Murrieta Hot Springs, Wildomar, Sedco Hills, Sage, Glenoak Hills, and Santa Rosa Ranches. A small portion of the northern Plan Area is within the Sun City/Meniffee Valley community planning area. The 28,644 acre Murrieta Plan Area encompasses 13.6 percent of the SWAP area. The purpose of SWAP was to encourage an orderly and efficient growth pattern, development of an atmosphere of cooperation between the County, school districts, service districts and agencies, and preserve open space lands as well as encourage the development of a variety of housing types.

The Murrieta Plan Area encompasses 28,644 acres, or 13.6% of the SWAP area. Current City boundaries include 16,987 acres and the Sphere area 11,657 acres.

Airports Southwest Riverside is served by the French Valley Airport, a County owned general aviation facility. The airport is approximately 265 acres in size and is located east of Winchester Road between Auld and Borel Roads. Due to the proximity to airports in Ontario, Los Angeles, San Diego, and Orange County, the French Valley Airport does not plan to serve large commercial aircraft. Their services are limited to commuter aircraft, light single engines or twin engines, and charter and air taxi services. The Bear Creek Airport in Murrieta, west of Murrieta Valley High School, is a privately owned and operated airport that is open to public use.

II. Land Use Element

The Murrieta General Plan has taken the French Valley Airport location into consideration in regard to land use adjacent to the airport. The Safety and Noise Elements provide additional policies on the effects of the airport.

Landfills Presently three landfills serve Southwest Riverside County: Double Butte, El Sobrante, and Mead Valley. The Double Butte site, located in Winchester, is county-owned and operated and accepts municipal, demolition, and agricultural wastes. The ultimate planned land use of the landfill is a park facility. The El Sobrante landfill, located in Corona, is privately owned and operated and accepts municipal, demolition, and agricultural wastes. It has a life expectancy to the year 2005, and no ultimate planned land use has been proposed for the site. Mead Valley is located west of the City of Perris and has a life expectancy until 1998.

Congestion Management In June 1990, State Proposition 111 was approved requiring all urbanized areas in the state, with a population of 50,000 or more, to adopt a Congestion Management Program (CMP). The ultimate goal of Congestion Management Programs are to reduce traffic congestion and provide a mechanism for coordinating land use development decisions within defined regions. Riverside County is in the process of preparing a CMP.

Murrieta is served by the State highway system with Interstates 15 and 215 and Highway 79. The Circulation Element describes the planning efforts for the transportation of people, goods, and services, including a Congestion Management Program (CMP). The ultimate goals of CMP are to reduce traffic congestion and provide a mechanism for coordinating land use development decisions with the region. The Murrieta Circulation Element requires the preparation of a Congestion Management Program for the City, which would then be incorporated into the County plan.

Air Quality The City of Murrieta is within the South Coast Air Basin (SCAB) of the South Coast Air Quality Management District (SCAQMD). The SCAB is a 6,600 square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains on the north and east. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. The SCAQMD overall area spans 13,350 square miles. An estimated 11.3 of the 12 million people within the District reside in the SCAB.

Motor vehicle trips and other transportation modes contribute the most significant air quality impacts in the region. It is widely

There are over eight million vehicles within the South Coast Air Basin and over 11 million people.

understood that a reduction of vehicle trips and vehicle miles travelled (VMT) will have direct benefits to air quality.

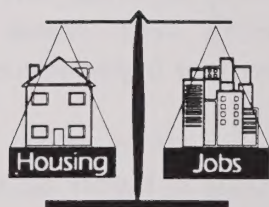
The dispersed land use pattern common in Southern California tends to separate employment areas from residential areas, thus encouraging dependency on car travel. One of the objectives of the SCAQMD is to reduce VMT by encouraging the location of jobs and housing closer together such that work commute trips will be shorter. As the jobs/housing balance improves by virtue of jobs being closer to homes, the VMT are reduced, fuel is saved, regional congestion decreases, and regional traffic flow improves.

Land use policies also affect air quality in the region. Air quality is impacted by land use because the distribution of housing, employment opportunities, and services affects the number of vehicle trips, the distance vehicles travel, and the congestion of the traffic patterns in a given area. Secondly, population growth implies an increase in vehicular travel which directly increases air pollution emissions. Lastly, land use decisions affect the extent to which people sensitive to air pollution are exposed to air contaminants.

To achieve Federal Air Quality standards, the City of Murrieta will have to work with other jurisdictions in the region to ensure tough control measures are implemented. In light of the dramatic growth forecast for the region, these measures will have to include life-style changes to reduce single occupancy vehicle trips, alternative sources of energy, and expanded efforts toward waste recycling and energy conservation.

Air quality is such an important issue that an entire element of the General Plan addresses goals, policies, and programs that will be implemented by the City of Murrieta to address the City's responsibilities in the region.

Jobs/Housing Balance Jobs/Housing balance is the notion of matching the location, intensity, and nature of jobs to housing in order to encourage a reduction in automobile trips with a corresponding increase in the use of alternative methods of transportation. The premise to the strategy is that when sufficient jobs are available locally to balance the employment demands of the City, the overall automobile trips will be reduced. The result of this is a lessening of regional congestion and an improvement to air quality, the primary objective of jobs/housing balance.



The Southern California Association of Government's (SCAG) Regional Growth Management Plan (RGMP) states that a region's jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. It is apparent that the Southwest Riverside subregion currently has significantly more housing than jobs.

To assist in balancing the region's Jobs/Housing ratio, Murrieta should look towards increasing jobs within its boundaries. SCAG's overall goal for the region is to shift nine percent of the new jobs to housing-rich areas. Although nine percent would not "balance" Murrieta's jobs/housing situation, it would meet the SCAG goal and further the efforts of the agency.

Land Use Designations

Introduction/Plan Description

The Murrieta Land Use Plan encompasses the entire 28,644 acre Plan Area. The Land Use Plan (Figure II-10) illustrates the distribution of land uses throughout the Plan Area. Potential Plan buildout is shown in Figure II-11.

Plan Overview

The Land Use Plan has been designed to accommodate a wide variety of residential and non-residential uses while preserving the landforms and characteristics that give Murrieta its distinctive rural/non-urban atmosphere. A great deal of attention was given to striking a balance among uses to respond to existing and projected economic criteria, and to minimize buildout requirements for service infrastructure.

The Land Use Plan provides a realistic amount of commercial property, in size and location configurations to satisfy community and regional demand. An urban mix of professional and commercial uses, interspersed with higher residential densities have been generally located around Historic Murrieta, south near Interstate 15 to the confluence of the two freeways and within the Golden Triangle. This mix of uses will ultimately provide the urban core of the City. Industrial designations have generally been located to capitalize on the Freeway and Airport transportation opportunities.

Residential opportunities are provided ranging from large lot Equestrian Residential and Rural Residential areas to higher density Multi-Family locations which would accommodate apartments and condominiums. Recognizing the need to respond to ever-changing market conditions and the desirability of providing housing for all income levels, the City has attempted to identify locations throughout the planning area for all the residential categories.

[illegible]

CITY COUNCIL
RESOLUTION NO. 94-310
Approved: June 21, 1994

[illegible]

Land Use Plan Buildout Projections¹

General Plan Designations	Acres	Dwelling Unit Range			Floor Area (Sq. ft.)
		Low	Midpt./ Target	Hlgh	
Rural Residential (0-0.4 du/ac) ²	6,183	0	1,184	2,473	
Equestrian Residential (0.5-2 du/ac) ²	3,715	1,857	4,458	7,430	
Single Family 1 Residential (2.1-5 du/ac) ³	4,975	10,447	18,340 ⁶	24,875	
Single Family 2 Residential (5.1-10 du/ac) ³	910	4,641	7,276	9,100	
Multi-Family 1 Residential (10.1-15 du/ac) ³	105	1,060	1,258	1,575	
Multi-Family 2 Residential (15.1-18 du/ac) ³	258	3,895	4,128	4,644	
Sub-Total Residential	16,146	21,900	36,644	50,097	
Regional Commercial	416				4,530,654
Community Commercial	568				6,185,324
Neighborhood Commercial	51				555,436
Recreation/Resort Commercial	61				N.A.
Professional Commercial	96				2,090,958
Multiple Use	736	1,000	1,326	1,800	6,600,000
Sub-Total Commercial	1,928	1,000	1,326	1,800	19,962,372
Business Park	1,644				17,902,800
General Industrial	137				2,399,300
Sub-Total Industrial	1,781				20,302,100
Civic/Institutional	600				
Open Space	1,710				
Private Recreation	508				
Parks ⁴	142				
Streets	5,830				
Sub-Total Other	8,790				
TOTAL PLAN AREA	28,645	22,900	37,970	51,897	40,264,472
Total Population Range ⁵	62,220 (low); 103,164 (target); 141,000 (high)				

Notes:

¹ Includes existing City limits and Sphere of Influence.² Buildout based on Midpoint Densities.³ Buildout based on Target Densities.⁴ Future Parks acreage will increase as each site is located and developed. The identification and development of future parkland may cause a corresponding decrease in total dwelling units and/or acreages in other categories.⁵ Five percent (5%) vacancy rate. Population based on 2.86 persons per household.⁶ Target buildout for 625 acres north of Los Alamos calculated at Single Family 1 density to reflect approved vesting maps.

Source: The Lightfoot Planning Group, 1994

Land Use Plan Buildout Projections

Special provisions were made within the outlying areas of the City and within the sphere of influence to encourage a proper mix of housing through the use of the Master Plan Process.

West of Interstate 15 The focus west of Interstate 15 is Historic Murrieta and its future as a Village core for the City, with a mix of civic, office, commercial, and residential uses. The objective is to encourage the development of a vital and viable town center for the community which will contain cultural and commercial attractions for residents and tourists. The use of the Multiple Use designation provides the maximum flexibility to respond to future economic conditions and ensure a viable mix of uses that will develop the synergy and day/night activity necessary for a successful town center. Murrieta Creek forms the western boundary of the Historic core. It is planned as a major north-south open space corridor through the City with riding and hiking opportunities. The plan anticipates providing expanded recreational opportunities along the creek in several places.

Residential development north of Historic Murrieta is expected to be primarily single family in character. Much of this area has been committed through previously approved tract maps. The northwest corner of the City contains a previously approved Specific Plan community Bear Creek, which provides a variety of residential products centered around a golf course.

Directly west of the Historic core, between Murrieta Creek and the plateau that marks the western City limits is a large area of Rural Residential. This area provides the backdrop for the town center and provides rural lifestyle opportunities within sight and horseback distance of the urban amenities that are expected to be available east of the Creek. This neighborhood is already developing in a variety of custom homes that are maintaining the equestrian essence of the community through their landscaping, architectural detailing, and the actual keeping of horses on large lots.

South of Historic Murrieta is one of the major Industrial areas of the City, beginning north of Guava Street. This predominately Business Park area is centered around the Rancho California Water District Wastewater Treatment facility and is accessed by Washington and Jefferson Streets as well as the proposed Date Street access with Interstate 15.

An area of General Industrial is located across the Creek and north of the treatment plant and is completely buffered by the Business Park. The Business Park extends south into neighboring Temecula where additional access is provided by Winchester Road.

Between Interstates 15 and 215 The area between the freeways, north of Los Alamos Road, is characterized by predominately single-family neighborhoods developed under two major Specific Plans (California Oaks and Las Brisas). Schools, parks, and neighborhood serving commercial uses have been provided. Similar neighborhoods are being encouraged to the northeast, along with the preservation of the Antelope Hills, through the use of Equestrian and Single Family 1 designations with the Master Plan Overlay.

A major regional commercial area is planned for the land east of Interstate 15 between California Oaks and Los Alamos Roads, and a second one is located at the northwest corner of Interstate 215 and Clinton Keith Road. The area behind the regional center at Clinton Keith Road has been designated Rural Residential to help preserve the existing neighborhood in this location, and provide a rural backdrop at this important entrance to the City.

South of Los Alamos Road is the Golden Triangle Multiple Use area which will focus on the Regional Murrieta Springs Mall and surrounding major medical facilities. The provisions within the Multiple Use designation will encourage an urban mix of offices, high density housing, and supporting commercial uses. Access from both freeways is provided by Murrieta Hot Springs Road.

East of Interstate 215 and the Sphere of Influence Directly adjacent to the Freeway, south of Murrieta Hot Springs Road, and north to both sides of Los Alamos Road, a variety of community and regional commercial uses are proposed. These uses take advantage of the freeway visibility, the multiple existing and proposed interchanges and freeway overcrossings, and the synergy of the nearby regional mall.

Also adjacent to the Freeway north of Clinton Keith Road to Keller Road is a combination Business Park and Multiple Use area, which allows for a mix of industrial, office, and commercial uses. It is hoped that this area will provide employment opportunities for City residents as well as those living northward along the Interstate 215 corridor toward Riverside. A regional commercial area is located at the future northern City limits at the Scott Road interchange.

Extending east of the freeway to Winchester Road are the full range of residential designations. Some neighborhoods, primarily north of Murrieta Hot Springs Road, have already been developed within Specific Planned communities. The historic Murrieta Hot Springs resort lies just outside the current City Limits, but within the Sphere of Influence and allows for expansion of the resort as well as additional residential areas. Most of the Residential area encompasses land that is currently undeveloped or sparsely developed, some of which is still used for agriculture. Several large land holdings under single ownership offer the opportunity for future Master Planned Communities. This is encouraged by the extensive use of the Master Plan Overlay in this area.

Extensive use of the Equestrian and Rural Residential designations preserves existing rural communities and significant topographic features. The most significant of these features extends along the Los Alamos Road corridor and contains the hills known as "The Hogbacks." Policies within the plan also call for the preservation and enhancement of historic and cultural features in this area. The Warm Springs Creek corridor, through these residential communities, provides an open space corridor with hiking and riding opportunities that connect to Murrieta Creek and Riverside County recreation areas beyond the City limits.

Along Winchester Road, directly west of the French Valley Airport, in adjacent Temecula, is an additional Business Park district. This land use acknowledges the noise and safety constraints associated with the airport and takes advantage of the transportation opportunities offered by the same facility. It offers a distinct market alternative for business development not provided by the other Business Park areas.

Residential

The following designations have been developed based on community desires and in response to the specific characteristics of the Plan Area. Allowable densities and/or intensities are identified for each of the designations. Some residential designations have "target densities." The target density is the permitted density for the particular residential designation. The target density may be exceeded in certain circumstances, including but not limited to, projects that significantly exceed or provide exceptional public amenities (schools, parks, open spaces, public facilities, etc) or that comply with State of California Density Bonus provisions.

Target densities were used for buildout projections. Midpoint densities were utilized for the designations that do not have target densities. All densities are per gross acre of land. Lower residential

densities are generally considered consistent with higher density designations, but higher density designations are not consistent with lower density designations.

Rural Residential (0-0.4 du/ac) This designation is the lowest density residential classification and is established for large lot single-family uses within a rural atmosphere. The minimum lot size is 2.5 acres. Horses and other livestock may be kept in conjunction with the primary residential use. Agricultural uses are permitted with attention paid to buffering smaller lot single-family residential designations.

Equestrian Residential (0.4-2 du/ac) This single-family residential land use classification is for establishing large lot single-family areas. This designation allows for the keeping of horses and other livestock in conjunction with the primary residential use. Small scale agricultural uses are also appropriate if buffering is provided. Minimum lot size is a 1/2 acre, unless within a Master Plan Overlay area (5,000 square foot minimum).



Single-Family 1 Residential (2.1-5 du/ac) Single-family subdivisions are the primary use in this designation. Developments should have uniform lot patterns, with a minimum lot size of 7,200 square feet. Target density is 3.5 du/ac. Cluster developments with minimum 5,000 square foot lots are possible within the Master Plan Overlay area, so long as the size is justified through the provision of significant open spaces, recreational facilities, and/or other public amenities.

Single-Family 2 Residential (5.1-10 du/ac) Small lot single-family detached homes and attached single-family units with common walls are allowed in this designation. The minimum lot size for single-family detached units is 5,000 square feet. Clustering of units to provide aggregate open space is encouraged and on-site recreational facilities are required. Units are on individual lots with open spaces commonly maintained. Target densities are 8.0 du/ac for attached projects and 5.1 du/ac for detached projects.

Multi-Family 1 Residential (10.1-15 du/ac) Low density multi-family units are permitted in this designation. Stacked flats or townhouses with ample amounts of open space are allowed. Recreation facilities and open space are required and are commonly maintained. Air space, or postage stamp subdivisions providing individual ownership, are allowed. Sites are large, generally 5 to 15 acres in size, and are located throughout the City. Target density is 12.0 du/ac.

Multi-Family 2 Residential (15.1-18 du/ac) This high density designation is intended for stacked flats. Units may be subdivided into air-space condominiums or rented as apartments under single ownership. Multi-family uses such as senior housing, congregate care, or group quarters are allowed in this designation. Recreation facilities and open space are required and are commonly maintained. This designation is normally located in or near intense urban development and has access on major streets. All Multi-Family 2 designated lands in the Land Use Plan have already been approved for densities consistent with this designation under a Specific Plan. Any future Multi-Family 2 sites must be on lots generally ranging in size from 5 to 15 acres. Target density for future sites is 16 du/ac.

Master Plan Overlay

This designation is for larger properties with unique characteristics or circumstances that require additional detail in planning future development. The designation is an overlay to the base land use category and provides for clustering of residential dwelling units within projects that are between 10 and 200 acres in size through master planning. The base designation and its target density will control the overall gross density of the site, and will allow any type of development clustering to occur, including multi-family development in what might normally be a single family detached density range. Commercial and industrial properties within the Master Plan Overlay areas must also comply with the master planning process. The approval of a Specific Plan, consistent with Government Code Section 65450, is required for projects exceeding 200 acres in size.

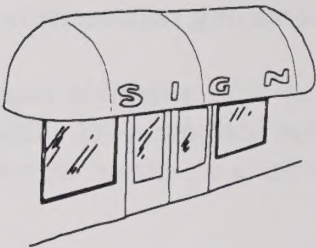
In hillside, creek, and sensitive habitat areas, clustering of residential units in more developable areas is required. In flatter areas where a grid street system is possible, the Master Plan Overlay will be used to accommodate neo-traditional town planning. These neighborhoods will be pedestrian-oriented with a school or other community building or facility as the focal point.

A limited amount of neighborhood-serving commercial (Neighborhood Commercial) may be allowed within the Specific Plan areas. The inclusion of commercial development will require the reduction of total dwelling unit yields by reducing the gross acreage of the site by the amount of commercial acreage and recomputing the number of units allowed at target density. Minimum lot size is 5,000 square feet for cluster developments and the target density cannot be exceeded. Lots may be permitted smaller than 5,000 square feet, but not smaller than 4,000 square feet for up to twenty percent (20%) of the total approved lots in the Master Plan Overlay only under an approved specific plan and only when absolutely necessary to

preserve sensitive and hillside areas with a prohibition on development of such lots in slope areas of twenty-five percent (25%) or greater.

Commercial

Commercial development in the Plan Area is extremely important to the long-term financial stability of the City. Because of this, the City will review each proposed project in sufficient detail to determine city-wide impacts vs. realistic project benefits. Design guidelines will be developed to ensure quality project architecture and site planning.



Five commercial designations are identified on the Land Use Plan. The City encourages the development of commercial projects, but not if determined to be adverse to the public's health, safety, or welfare or not in compliance with City design guidelines and infrastructure requirements.

Regional Commercial Regional commercial centers, with department stores or other major tenants as anchors, are provided for in this designation. Professional office uses, are included. Regional centers typically have several major anchor tenants as well as smaller retail, restaurant, hotel, motel, financial and accessory uses. Medium size retail as well as theater are also found in regional centers. Parking, access, signage, and landscaping are provided in common. Floor Area Ratios (FAR) for regional centers are 0.25 or greater. Regional centers are generally 30 acres or larger in size.

Community Commercial This designation is intended to serve the daily shopping needs of a community. It includes destination centers, supermarket centers, and smaller, single-lot commercial activities. Beyond the retail uses, financial, office, and restaurant activities are also allowed. Buffering from adjacent residential use is essential. Hotel and motel uses would also be included. Community centers are generally 10 to 30 acres in size. FAR ranges from 0.23 to 0.27.

Neighborhood Commercial This designation is for convenience shopping. It includes individual retail and service uses and small destination centers on sites generally ranging from 3 to 10 acres in size. Buffering and screening from residential uses is essential. Because parking, landscaping, and screening are needed, FAR is 0.23 to 0.25.

Recreational/Resort Commercial This category provides for resort type uses. Lodging accommodations with eating and conference facilities along with a recreational use such as golf course and/or tennis courts are allowed in this designation. Theme parks and recreation centers would also be allowed.

Professional Commercial Office, administrative, business, and medical services are allowed in this designation. Financial institutions, limited retail commercial uses, and eating establishments all support the primary office use. Maximum FAR is 0.5. FAR within the Golden Triangle Planning Area may exceed 0.5 but must comply with building height, setback, and landscaping requirements.

Multiple Use The Multiple Use designation provides the City with a flexible land use category to respond to locational and market considerations. The designation allows for commercial and residential uses, except where indicated in the discussion below.

To implement the Multiple Use designation, three separate areas of the City are identified (Figure II-1). Multiple Use sites are subject to any future adopted design guidelines, infrastructure requirements, or other development related regulations. This designation is to provide flexibility in land uses and guide development where the City has determined it most appropriate. The following are the recommended land uses for each area:

Area 1: Area 1 is approximately 190 acres. Professional offices, hotels, congregate care facilities, institutions of higher learning, and other medical related uses. Residential uses, utilizing the target density of the Multi-Family 2 designation, may account for up to fifty percent (50%) of the total area.

Area 2: Area 2 is approximately 125 acres. Freeway serving retail, industrial, and office use. Hotels and motels are consistent with the freeway serving nature of the area. Residential uses are not permitted.

Area 3: This area includes a number of parcels totalling approximately 285 acres, and provides for a variety of uses. Uses such as Civic/Institutional, office, retail, and residential are allowed. Because some of the area is included within the Historic Murrieta district, special design consideration must be incorporated into all projects. Specific land use distribution is not identified at this time in order to provide the City with

flexibility to meet market conditions. The City does, however, encourage residential uses to account for up to thirty percent (30%) of the area at a target density of 12.0 du/ac.

All development proposals within the Multiple Use designation are required to submit detailed site plans, elevations, sign packages, and any other identified program that the City requires in order to sufficiently review the merits of the proposal.

Industrial

Murrieta strives to improve its local job base. Local job opportunities will assist in regional air quality compliance and the maintenance of a strong local economy. Quality industrial developments, providing jobs commensurate with local resident qualifications, developed in a business park setting, are desired.

Business Park Light manufacturing, fabrication, materials processing, and assembly are provided for in this designation, provided that the uses are conducted in a controlled setting. Research and product development are also encouraged in this designation. Limited retail to serve the primary business park tenants is allowed. All operations are required to be indoors. Maximum FAR is 0.4.

General Industrial This designation allows for the processing of raw materials into manufactured parts or products. Warehousing, bulk storage, and distribution facilities are also allowed. These uses normally require buffering from residential and commercial uses. While outdoor storage and assembly are allowed, additional review is required to regulate these activities on-site. Maximum FAR is 0.4.

Civic/Institutional

This designation allows for public uses such as hospitals, general aviation airports, government offices, civic centers, public agency or district facilities, educational facilities, and libraries. Development will be reviewed on a case by case basis and buffered from adjacent residential uses. A civic complex is encouraged to locate in the Multiple Use designation (Area 3).

Open Space

Lands set aside for protection and conservation of natural resources are designated as open space. Steep hillsides, equal to or exceeding 50% slope, and other significant habitat areas are included in this designation. Creeks should remain in a natural condition and should be encouraged to include a trail system. Additional detail and policies for Open Space are included in the Conservation and Open Space element.

Parks This designation is for active and passive open space and recreational areas generally open to the public. Development in this designation is subject to special review by the City. Additional detail and policies for Recreation/Parks is included in the Conservation and Open Space element.

Private Recreation This designation is for active recreational uses both public and private. Golf courses are the primary use in this designation. Development in this designation is subject to special review by the City. Additional detail and policies for Recreation/Parks is included in the Conservation and Open Space element.

Plan Buildout Density/Intensity

Buildout of the Land Use Plan is based on the intensity of each designation multiplied by the gross acreage identified on the plan for the category. Buildout of the residential areas is based on the target densities (for designations that have no target density, the mid-point density is assumed). Non residential buildout is based on assumed FARs. Total yield in terms of dwelling units, population, and commercial and industrial building area are shown in Figure II-11.

An average household population of 2.86 people per household was assigned to each dwelling unit to calculate a total population for the City. The Housing Program, in the Housing Element, assumes 3.22 persons per household due to the shorter range planning period of the Program (5 years). Per unit housing population typically decreases with the construction of new units over time. Additionally, a vacancy rate of five percent (5%) is assumed for the Plan Area.

The total Plan buildout is estimated to be 37,970 units and 40,264,472 square feet of non-residential development. Maximum population potential is 103,164 persons. These figures assume every square foot of every designated parcel in the City will be developed according to its midpoint density or, where appropriate, its target density, and does not account for existing development that may have been developed at a lower intensity. Therefore, total buildout of the City to this population and unit count, in all likelihood, will not occur, but the figures indicate what the maximum potential, based on assumed densities and intensities, is for the Plan Area.

Goals, Objectives, and Policies

Introduction

The following land use goals, objectives, and policies translate the communities long-term vision into public policy. These policies will guide the day-to-day decisions of the City and will implement the underlying community values identified in the General Plan process. These land use policies, along with the policies of all of the other elements, will guide the future development within the Plan Area.

Goal LU-1 Balanced Community

A balanced distribution and orderly growth of residential, commercial, industrial, recreational, civic, and open space land uses.

Objective LU-1.1

Residential Land Uses Residential land use designations will provide for a wide range of densities to ensure opportunities for all types of housing.

Policies

LU-1.1a Provide residential districts to accommodate equestrian and rural residential, attached and detached single-family, and multi-family developments.

LU- 1.1b Equestrian and Rural Residential developments will provide sites of sufficient size to provide for the keeping of horses and other livestock. Equestrian Residential lot sizes may be reduced to 5,000 square feet when included in a Master Plan Overlay area, however, the number of units can not exceed the Equestrian Residential density.

LU-1.1c Development projects in the Multi-Family 1 and Multi-Family 2 designations will provide common open space and recreation facilities, all of which will be commonly maintained.

LU-1.1d Multi-Family 1 projects, and any future designated Multi-Family 2 projects should be discouraged from being developed on lots less than 5 acres or greater than 15 acres in size.

LU-1.1e Multi-Family designations will be spread throughout the City and not clustered in any one community or neighborhood. Minimum distance standards between Multi-Family developments will be established to ensure that discreet developments of up to 150 units are not sited together.

- LU-1.1f Multi-Family designations should be located near or adjacent to major streets and public transportation.
- LU-1.1g Multi-Family designations should be located near commercial uses and may be used to buffer single-family areas from commercial. Buffering of all Single-Family 2 and less intense residential projects from commercial and industrial uses is required.
- LU-1.1h The minimum lot size in a standard subdivision in the Single-Family 1 designation shall be 7,200 square feet, unless clustering is done within a Master Plan Overlay area.
- LU-1.1i All residential developments are subject to the density and lot size requirements established in the General Plan. Any adopted City regulation, such as, but not limited to, design guidelines, environmental mitigations, and impact fees that have authority on a particular site must also be complied with.
- LU-1.1j Residential target densities shall be considered the maximum permitted density unless the proposed project can demonstrate exceptional project merits and/or complies with state density bonus affordable housing requirements. Project merit evaluation may include the provision of exemplary open space and recreational amenities, the development of community infrastructure, and quality project design features.
- LU-1.1k Projects located in the Master Plan Overlay and that are at least ten acres in size shall use clustering techniques with minimum lot sizes that may be as small as five thousand (5,000) square feet when it is necessary to preserve sensitive lands including, but not limited to, hillsides, creeks, and habitat areas. Lots may be permitted smaller than 5,000 square feet, but not smaller than four thousand (4,000) square feet, for up to twenty percent (20%) of the total approved lots and only under an approved specific plan when absolutely necessary to preserve sensitive and hillside areas. Four thousand square foot lots are prohibited in slope areas of twenty-five percent (25%) or greater. In flatter areas where a grid street system is possible, the Master Plan Overlay shall be used to accommodate neo-traditional planning techniques. Projects in the Master Plan Overlay shall not exceed the

target density of the base designation unless they meet the requirements of other relevant policies in the General Plan.

- LU-1.11 Projects in the Master Plan Overlay areas of at least ten acres but not exceeding 200 acres shall be master planned. Projects that are 200 acres or more in size shall require the preparation of a specific plan.

Objective LU-1.2 *Commercial Land Uses* A mixture of Commercial land use designations that provide for the full spectrum of commercial needs.

- Policies**
- LU-1.2a Regional commercial centers shall be located with convenient freeway access in order to draw customers from outside the Plan Area.
- LU-1.2b Community commercial centers will serve the daily shopping of residents within the Plan area and should be located on arterial streets. Sites should not exceed 30 acres in size.
- LU-1.2c Neighborhood commercial centers will serve convenience shopping needs and be located immediately adjacent to neighborhoods. Sites generally range from 3 to 10 acres in size.
- LU-1.2d Professional office centers will provide personal, medical, and business services.
- LU-1.2e Recreational/Resort areas of the City will be designated for destination oriented tourist and visitor serving activities that attract people from within and outside the City of Murrieta. Recreational and entertainment activities with dining and lodging facilities will locate in these areas.
- LU-1.2f Commercial nodes will be encouraged to locate at the interchanges of the City's major streets and the I-15 and I-215 Freeways.
- LU-1.2g An auto mall will be encouraged to locate in the Plan Area. The auto mall should have freeway visibility.

LU-1.2.h Adult oriented entertainment activities will be strictly regulated in terms of numbers, location, hours of operation, and activities to ensure compatibility with adjacent and nearby uses.

LU-1.2i All commercial activities will be buffered from residential uses. Setbacks, landscaping, berms, screening walls or other techniques will be used to transition from commercial to residential uses.

LU-1.2j All commercial development shall be consistent with the requirements of the General Plan, including FAR's and use types. Any applicable design guideline, impact fee, or Zoning Code requirement for a particular site also must be complied with.

Objective LU-1.3 *Multiple Land Uses* Provide suitable locations throughout the community for areas that allow multiple land uses.

Policies LU-1.3a The Multiple-Use designation will allow a mixture of commercial, office, and residential uses. The mix of land uses in this designation is contingent upon the particular Multiple Use area, market conditions, and City approval requirements.

LU-1.3b Multiple Use Area 1 is located within the Golden Triangle planning area and is intended to be the Central Business District (CBD) of the City, where uses of a more intense nature are intended to be developed. Professional office, health care related uses, hotels, and the integration of residential uses with particular attention to compatibility are expected to occur here.

LU-1.3c Multi-family and office uses shall be subject to the General Plan policies and Development Code regulations governing Multi-Family-2 and Professional Commercial designations respectively.

LU-1.3.d Multiple-Use Area 3 will have low-scale development (pedestrian oriented) with harmonious design to fit the character of the existing single-family neighborhood and any adopted design guidelines. Noise from the I-15 Freeway will be buffered and mitigated through project design. The Freeway frontage will have superior design treatment to ensure visual aesthetics are protected.

- LU-1.3.e Multiple-Use Area 3 may have individual uses on single parcels; or multiple uses may be located on these parcels provided the uses are integrated with one another to create a pleasing pedestrian scale development.
- LU-1.3.f Multiple-Use Area 2 will feature uses that serve and support the freeway orientation of the site. Motels or hotels with freeway serving commercial uses, and industrial uses are encouraged to locate in this area to provide services for visitors. Residential uses in this area are prohibited.
- LU-1.3g All proposed Multiple-Use developments shall provide detailed site plans, architectural packages, and sufficient justification for the project. Multiple-Use developments larger than ten acres shall be master planned. All development regulations, as they relate to applicable design guidelines, development impact fees, and development intensities must be complied with.

Objective LU-1.4 *Industrial Land Uses* Provide for Industrial land use districts that will accommodate employment opportunities for the citizens and tax base for the City finances.

- Policies**
- LU-1.4a All manufacturing activities in the Business Park designation will be conducted within enclosed buildings with a limited amount of outdoor storage allowed only on a case by case basis under special review. Outdoor storage will be screened from public view with walls, berms, and landscaping.
 - LU-1.4b Research and development activities are encouraged in the Business Park designation, as well as regional home offices of manufacturing businesses. Ancillary retail uses may be permitted.
 - LU-1.4c The General Industrial designation will allow manufacturing that requires outdoor storage and processing of raw materials.
 - LU-1.4d Outdoor storage is allowed in the General Industrial designation, however, screening of these areas from public view with walls and berms in landscaped setbacks is necessary.

LU-1.4e Buffering of General Industrial operations from other non-industrial land uses is required. As a minimum land designated Business Park will separate General Industrial lands from residentially designated land within industrial areas.

LU-1.4f All Business Park activities will be buffered from residential uses. Setbacks, landscaping, berms, screening walls and other techniques will be used to transition from industrial to residential uses. Where a Business Park lot fronts on two streets (a through lot), and one street frontage adjoins residential while the other frontage adjoins industrial, access shall be prohibited onto the residential fronting street.

LU-1.4g All industrial development shall be consistent with the intensity limits established in the General plan. Any adopted design guidelines, impact fees, or other City regulation for an industrial site must be complied with.

Objective LU-1.5 *Recreational Land Uses* Recreational opportunities, both active and passive, for all citizens of the community.

Policies LU-1.5a Encourage joint-use agreements between the City and other governmental agencies, including school districts to provide recreation facilities.

LU-1.5b Recreational/Resort land uses shall be developed to provide recreational and/or vacation destinations.

LU-1.5c Pursue the establishment of recreational facilities along creeks within the Plan Area.

Objective LU-1.6 *Civic Land Uses* Civic and institutional uses to serve, protect, and educate all citizens of Murrieta.

Policies LU-1.6a Designate existing school district administrative, elementary, middle school, and high school sites as Civic/Institutional in the Land Use Element.

LU-1.6b Designate land used for public facilities or services as Civic/Institutional including water and sewer facilities, public safety stations and other civic activities.

LU-1.6c A civic center shall be encouraged to locate in the Historic Murrieta area.

LU-1.6d Churches may be located within any land use designation, with special attention to compatibility issues within residential areas.

LU-1.6e Locate City service providers on common sites by siting police, fire, and park facilities on the same property where feasible.

Objective LU-1.7 *Open Space* Open Space designated lands utilized for recreation, trails, and natural preservation.

Policies LU-1.7a The City shall protect significant natural resources such as creeks, steep hillsides, habitat, and other sensitive areas.

LU-1.7b Open space is strongly encouraged to be provided in all developments, based on standards established in the Development Code.

Objective LU-1.8 *Development Regulations* Development shall be regulated through ordinances and guidelines.

Policies LU-1.8a All development in the City will comply with the design standards in the Development Code and other development regulations. The highest quality of design is expected with particular attention given to the details of a project's site design and architectural merits.

LU-1.8b On-site signs are an integral part of a project's design and are used only to identify residential and business locations, not advertise. On-site signs will be coordinated through comprehensive sign programs and subject to design review. In order to protect scenic corridors, no off-site signage is permitted, including billboards. This does not include City street signage, which must be consistent with City standards.

LU-1.8c Project landscaping shall enhance the design quality of the development, contribute to community character, and adequately provide such necessary functions as erosion control, visual screening, habitat, buffering, and climate control. All landscaping shall comply with the City's Water Conservation Ordinance.

LU-1.8d All development projects will provide sufficient off-street parking to adequately serve the projected vehicles generated by the land use.

LU-1.8e The City may adopt district-specific design guidelines in order to capitalize on a locational asset, preserve the character of a historic district, or ensure the cohesive development of an area.

LU-1.8f Amend the City Lighting Ordinance to specify that new development and capital improvement projects which include street lighting be required to use low-pressure sodium (LPS) street lights.

Objective LU-1.9 *Nonconforming Land Uses* Transition non-conforming land uses to conforming land uses.

Policies LU-1.9a Land uses that conform to the applicable land use regulations in effect at the time the use was established but do not conform to the policies of this General Plan, will be allowed to continue operation (except as they apply to Policy 1.9c).

LU-1.9b Expansion or reconstruction of non-conforming land uses will be reviewed on a case by case basis.

LU-1.9c Non-conforming off-site signage, including billboards, shall be abated, based upon a schedule determined by the City.

Goal LU-2 Rural/Equestrian Character

Preservation of the community's rural/non-urban characteristics in appropriate locations in the Plan Area.

Objective LU-2.1 *Livestock* Provide for the keeping of horses and other livestock on residential property.

Policies LU-2.1a Provide large-lot single-family home sites in the Equestrian Residential and Rural Residential designations for the keeping of horses and other livestock. Special overlay zones may also be established that prohibit the keeping of horses and/or livestock in designated areas of the City.

- LU-2.1b Encourage provisions for the stabling of horses, as a commercial use, for citizens who are not able to keep horses at their residences.
- LU-2.1c Common equestrian facilities are allowed in housing developments in the Master Plan Overlay, Single-Family 1, Rural Residential, and Equestrian Residential designation.
- LU-2.1d Residences or farms/ranches with pre-existing horses or livestock in areas that allow the keeping of such animals shall be presumed to have pre-existing rights to maintain such animals in the same manner barring health and safety issues. New development shall bear the responsibility for providing any buffers or setbacks between the existing development and the new development.

Objective LU-2.2 *Design Guidelines* Site planning, material, and architectural guidelines to create, enhance, and preserve rural character within the City.

- Policies**
- LU-2.2a The City shall establish and enforce site planning guidelines in City established special districts. The guidelines shall regulate site planning features such as, but not limited to, signage, landscaping, access, and building placement.
 - LU-2.2b The City shall establish and enforce building design guidelines in City established special districts. The guidelines shall regulate building features such as, but not limited to, color, materials, roof pitch, height, and style.
 - LU-2.2c The City shall recognize areas within the Plan Area where rural/non-urban character can be created, enhanced, or preserved. Each area, or special district, will be identified by the City Council, and district specific design guidelines established.
 - LU-2.2d The City shall identify entry monumentation and street treatments, such as wood rail fencing, that portrays and gives one a sense of "rural atmosphere."
 - LU-2.2e The City should review, and if feasible, develop rural road standards for selected areas in the Plan Area.

II. Land Use Element

Objective LU-2.3 *Conflicts with Existing Agriculture* Maintain agricultural land as a high community priority and minimize conflicts with new land uses.

- Policies**
- LU-2.3a Encourage existing agriculture uses to maintain operation as long as economically viable to farmer or operator.
 - LU-2.3b New land uses locating adjacent to existing agriculture uses shall be responsible for buffering against potential land use conflicts.
 - LU-2.3c It is the responsibility of developers of new residential projects to notify buyers or tenants of potential land use conflicts with existing agriculture operations.

Goal LU-3 Orderly Growth Pattern

Orderly growth with public services and compatible surrounding land uses.

Objective LU-3.1 *Existing Urban Services* Infill development, where existing facilities and services exist, occurs first.

- Policies**
- LU-3.1a Encourage development of vacant land that is presently served by existing urban services prior to the development of land that is not served. Urban services include streets, water, sewer, and other utilities and services.
 - LU-3.1b Ensure coordination with service providers is accomplished through project development review.
 - LU-3.1c Future development shall occur where the ability to provide urban services is assured. "Leap frog" development isolated from urban services is discouraged.

Objective LU-3.2 *Adequate Public Facilities* Adequate public facilities to serve new development.

- Policies**
- LU-3.2a Review all development proposals to ensure adequate public facilities are available.
 - LU-3.2b All new development will provide the appropriate level of services and utilities to adequately serve the proposed uses.

- LU-3.2c All development will have adequate public facilities to serve the project assured prior to the issuance of building permits.
- LU-3.2d No development, or annexations, shall be considered unless all fiscal, infrastructure, and public services impacts, and related mitigation if necessary, are clearly identified. Appropriate studies to determine adequacy and/or mitigation will be determined by the City, in conjunction with the service providers and LAFCO (if necessary).

Objective LU-3.3 *Public Facilities/Master Plans* Extend public services and facilities to coincide with growth and be consistent with the Capital Improvement Program and any Master Plan of the City and Public Facilities Districts.

- Policies**
- LU-3.3a Develop Master Plans for all public facilities and utilities that are provided by the City of Murrieta.
- LU-3.3b Coordinate with other public and private utilities to assist in their Master Plan efforts to ensure adequate utilities are available for future development.
- LU-3.3c The City will inform all affected public agencies of development applications and coordinate public infrastructure requirements.
- LU-3.3d Coordinate with public agencies for the provision of public services including local government, public education, library and other public activities and facilities.
- LU-3.3e In order to ensure that adequate school facilities are available when development entitlements are requested, the city shall on an annual basis:
- i) Request that school districts serving the Plan area indicate the level of facilities presently available to serve development requiring discretionary review;
 - ii) Request that school districts serving the Plan area provide a status report of overcrowding of facilities within school district boundaries and identify available classrooms as well as the need for additional adequate school facilities to serve

proposed development, status of applications for state funding, eligibility for such funding in relation to authorized state bonds for such funding; and,

- iii) Request school districts serving the Plan area to provide the city with identification of impacts which are anticipated as a result of proposed development.

LU-3.3f Recognizing that the provision of adequate school facilities is the responsibility of the State, the school districts, developers, and the City, the City of Murrieta shall:

- i) Coordinate with developers and school districts in the legislative approval process to ensure that school sites are adequately sized, located to meet increases in demand and will be available as needed as part of phasing of development of projects including such school sites. All development proposals of 75 acres or more not within a master plan or specific plan shall be evaluated by the school district and the city for possible inclusion of a ten net usable acre elementary school site;
- ii) Coordinate efforts for public financing by school districts, the city, or both, to ensure timely availability of adequate school facilities to the extent state funding or other sources are not assured or received by school districts on a timely basis in order to provide school facilities for such developments;
- iii) Coordinate the planning and location of schools and other related public facilities at the earliest possible stage of the development process;
- iv) Coordinate the preparation of development and school services data, projections, needs assessments and available financing therefor, including state funding and efforts to achieve the highest possible priority for such funding for the community.

LU-3.3g In the process of considering legislative land use approvals which will or are likely to create additional impacts on a particular school district, the city will:

- i) Require that applications for general plan amendments, including changes in land use classifications, development agreements, annexations, public financing and redevelopment proposals, or any other legislative approval, as well as applicable determinations of consistency with the general plan, be carefully evaluated as to timely availability of adequate school facilities and assurance of funding for such school facilities. Any environmental review required by CEQA shall include an analysis of the impact of the development project upon the school district, recognizing that state statutory school fees are not sufficient to provide adequate mitigation;
- ii) Require that project analysis include utilizing the school district's most recent Impact Mitigation Study to determine existing capacity, future capacity expansion, current demand, and student generation factors so as to accurately measure project demand on the school districts;
- iii) Work with developers and school districts to assist school districts to receive funding for school facilities from all sources including possible state funding and establishing a maximum priority for such funding;
- iv) Notify, confer and meet on a periodic regular basis with affected school districts on proposed development applications early in the review process in order to allow for adequate response by school districts. A joint coordinating committee with school districts should be established to meet regularly to consider development proposals submitted to the city and school districts;
- v) In considering the approval of general plan amendments, changes in land use classifications, development agreements, annexations and public financing proposals or other legislative acts or applicable determinations of consistency with the general plan, the city shall review said proposals as to timely availability and assurance of funding for timely and adequate school facilities to serve the proposed development. If adequate school facilities

will not be available in a timely manner to serve the proposed development, the city shall consider and implement other feasible land use and development mitigation measures, including, but not limited to, reduction of residential densities or imposition of controlled phasing of development until adequate school facilities are available; and,

- vi) Require developers to meet with school districts in order to negotiate Impact Mitigation Agreements concerning the impact of that developer's residential project upon the school district.

LU-3.3h Identify financing programs to provide affordable utilities to Commercial, Business Park, and Industrial designated lands.

LU-3.3i New development and redevelopment shall underground all on-site distribution utilities.

Objective LU-3.4 *Regional Compliance* Compliance with federal, state, county, and other regional programs as they pertain to issues that extend beyond Murrieta city limits.

Policies LU-3.4a The City shall strive to ensure compatible land use interface at the City's boundaries.

LU-3.4b The City shall comply with procedures and programs of the County of Riverside and the Local Agency Formation Commission for future annexations.

LU-3.4c The City shall pursue the annexation of the Sphere of Influence area.

Goal LU- 4 Special Areas

Identify and plan for the preservation, development, or other special circumstance of areas of the Plan Area that are of unique environmental, historical, or economic concern.

Objective LU-4.1 *Historic Murrieta* Establish Historic Murrieta as the governmental and cultural focal point of the City.

Policies LU-4.1a The Historic Murrieta area, and the Downtown Planning Area in general, will continue to expand the traditional town development pattern with a grid street design and

urban land use intensities to support a pedestrian oriented population.

LU-4.1b Historic Murrieta will be established from Kalmia Street on the north and Ivy Street to the south and from the western edge of Murrieta Creek to Jefferson Avenue to the east (shown on Figure II-1) including the lots that front the boundary streets. The boundaries of the Historic Murrieta planning area may be modified if deemed appropriate through the planning process. A pedestrian link to the open space corridor along Murrieta Creek shall be provided. A specific plan will be prepared and adopted for this area that provides for the preservation of existing historical structures and the relocation of other historical buildings to this area.

LU-4.1c Civic and institutional uses, as well as office uses, are encouraged to locate in Historic Murrieta. Commercial activities that support the district are encouraged along with residential uses of sufficient density to provide a population base to support the pedestrian orientation of the area. Libraries, theaters and other cultural activities, such as museums and art galleries, are encouraged to locate in the district.

Objective LU-4.2 *Los Alamos District* A historic district east of I-215 and south of Los Alamos road, including the right of way, to preserve the historical rural character of the neighborhood.

Policies LU-4.2a Los Alamos Road will have an expanded parkway that will include a multi-purpose trail and will be landscaped with materials that respect the historical character of the district.

LU-4.2b The character of the Los Alamos District will be preserved and enhanced to maintain the rustic character in terms of architectural, roadway, and landscape design.

LU-4.2c The landform known as the "Hogbacks" will be preserved to the greatest extent possible. Grading of the "Hogbacks" for residential pads is prohibited. Where residential development can be approved, hillside development techniques should be used, such as pier foundations, split-level or small pads for the structures to reduce grading.

Objective LU-4.3 *Golden Triangle* A central business district of an intensity and scale commensurate with its regional orientation.

- Policies**
- LU-4.3a The Golden Triangle Central Business District (CBD) should provide for developments of a more intense nature in terms of FAR and height than other areas of the City.
 - LU-4.3b A master plan shall be developed and approved for the Multiple Use Area 1 portion of the Golden Triangle Planning Area prior to commencement of any development. The master plan shall address relevant environmental issues including, but not limited to, drainage, circulation, water distribution, design, uses, compatibility with existing uses, and utilities.
 - LU-4.3c Golden Triangle development standards shall include provisions for the consolidation of office uses and a mixture of building types with open space amenities. All development shall be buffered from any residential area.

Goal LU-5 Redevelopment

Revitalize private and public lands in need of redevelopment or those that are underdeveloped due to lack of public facilities.

Objective LU-5.1 *Public Facilities and Revitalization* Establish and maintain a redevelopment area program in the City of Murrieta to provide needed public facilities and revitalization.

- Policies**
- LU-5.1a Develop and implement a redevelopment program under the California Community Redevelopment Law to coordinate and pursue community improvement and revitalization activities.
 - LU-5.1b Survey the community for project areas, which may include land, building, or other improvements, and evaluate these areas for blight and the feasibility of redevelopment.
 - LU-5.1c Formulate a redevelopment plan for each project area and adopt by ordinance of the City Council based upon the recommendation of the Planning Commission.

Implementation of the Land Use Element

Implementation of the Land Use Element will occur through a number of different policies, documents, and ordinances. These documents include, but are not limited to:

- ***Development Code*** The City will update and revise the Zoning Ordinance to include a revised Subdivision Ordinance that implements the policies and standards of the General Plan.
- ***Redevelopment Plan*** The City's Redevelopment Plan will be consistent with and implement the policies of the General Plan.
- ***Specific Plans*** All Specific Plans, whether they are policy or regulatory documents, will implement the General Plan. Specific Plans may establish site-specific development regulations but must remain consistent with the General Plan.
- ***Capital Improvement Program*** The City's Capital Improvement Program, detailing the public improvements the City will fund and construct over a multi-year period, will be consistent with, and implement the General Plan.
- ***Public Facilities Master Plans*** Master Plans detailing the public infrastructure need for schools, parks, water, sewer, drainage, streets and emergency facilities will be prepared by the appropriate agency or jurisdiction. These master plans will be consistent with and implement the General Plan. Facilities will be based on the land use designations of the General Plan.

A General Plan Implementation Matrix was prepared that identifies functional responsibility for the implementation of each policy in the General Plan.

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HOUSING ELEMENT

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III. HOUSING ELEMENT

Introduction

The Murrieta Housing Element is prepared to ensure that decent housing is available to all citizens in the City. This document summarizes the findings of the General Plan Technical Reports (October 1992) and identifies housing needs within Murrieta. The Housing Element establishes goals that will guide future development, preservation, and conservation of residential uses in Murrieta. To assist the City in achieving these goals, the Housing Element establishes a Housing Program, identifying quantified objectives, policies, and implementation measures. The Housing Program, as required by State law, should be realistic and is typically required to be achievable within a five year time period. Recent State legislation, however, authorizes the extension of the current planning period to July, 1996. Murrieta is subject to the current planning period and will be required to update this element prior to the new planning period taking effect.

Purpose and Authority

State Government Code, Article 10.6 (Section 65580), declares that the attainment of decent housing and the provision of a suitable living environment to meet the needs of all economic segments of the population is of the highest priority. The legislature also recognizes that to meet this State-wide goal, cooperation between local government and the private sector is necessary and that local and State governments have a responsibility to utilize the powers vested in them to facilitate the preservation, improvement, and development of housing.

Government Code Section 65581, requires local governments to prepare and implement Housing Elements to assist in meeting both State and regional housing goals. Regional housing share goals are established by the regional association of governments. Section 65583 states that Housing Elements shall consist of an identification and analysis of existing and projected housing needs and a statement

of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing.

Annual monitoring of housing program progress in meeting the regional share goals is required by Government Code Section 65400 (b). The housing element portion of the annual monitoring report is required to be forwarded to the State Department of Housing and Community Development within 30 days of submittal to the local legislative body.

Limitations

1990 U.S. Census data did not include the City of Murrieta due to Murrieta not incorporating until 1991.

Because Murrieta incorporated one year after the 1990 Census was conducted, the Census did not tabulate data for the City of Murrieta based upon its current configuration. Much of the information utilized in the preparation of the General Plan Technical Report, and this Element, is based on the best available 1990 Census information collected from various sources. In most cases, however, the data sources did not provide information based upon the City's jurisdictional boundaries. Source data often extended into the surrounding county lands. It is assumed that, because much of the surrounding areas are undeveloped and similar in character to that of Murrieta, the inclusion of these areas, or potential exclusion of partial segments of the City in some cases, would not change the overall characteristics of the population, households, or housing found in the research performed in the preparation of this Element.

The calculation of the future need for housing is typically performed by a Council of Governments, such as the Southern California Association of Governments (SCAG). SCAG prepares a report titled the Regional Housing Needs Assessment (RHNA) to identify each jurisdiction's regional fair share of housing. This report was scheduled to be finalized in June of 1994, but has been postponed through legislation to June 1996. It may not, however, include a future need for Murrieta, as the Federal Department of Housing and Urban Development (HUD) did not request that Murrieta be recognized as a separate jurisdiction in 1992. The timing of incorporation and the lack of 1990 Census data may be the reason for HUD not recognizing Murrieta.

City Profile

The following City Profile is a summary of the General Plan Technical Report, prepared in October 1992. In some instances, data has been updated for inclusion in this Element.

Population Characteristics

In 1980, Murrieta's population was estimated at 2,255 persons. The City of Murrieta incorporated in July 1991. In 1990, the California Department of Finance (DOF) manipulated the Census data to determine an estimated Murrieta population of 18,978. City Staff,

working with Southern California Edison and the local branch of the United States Postal Service, estimates that City-wide population as of September, 1993, was approximately 31,797 persons. This represents a three and a half year increase of 12,819 persons (67.5 percent increase).

According to the 1991 Murrieta Community Profile, prepared by the City, the median age in Murrieta is an estimated 31.9 years. The DOF estimated in 1990 that 10.5 percent of the population was 65 years of age or older; 31.5 percent were within the middle age category 35 to 64 years of age; 28.2 percent were in the young adult category, aged 18 to 34; and 29.8 percent were under the age of 18.

The DOF estimated that in 1990, Murrieta was predominately white, comprising approximately 81.1 percent of the population. The Hispanic population comprises 13.8 percent, Asians comprise 3.5 percent, Blacks 1 percent, Native Americans 0.5 percent, and others 0.1 of the community.

The 1990 Census information (interpreted from the census tract block groups which form Murrieta and portions of surrounding communities) indicate the largest segment of the civilian work force, 36.7 percent, are employed in occupations related to technical, sales, and administration support fields. The second largest occupational group, at 25.4 percent, were professionals, executives, and managerial positions.

The 1990 Census identified the Service Industries such as health, education, and other professional services, as providing the largest percentage of the jobs, 17.1 percent. Retail industries provided 15.8 percent of the jobs, construction industries 14.9 percent, and manufacturing industries included 13.5 percent.

The current labor force, comprised of individuals over the age of 16, includes an estimated 318 persons employed by the military and 17,409 employed civilians. An estimated 1,033 persons, or 5.5 percent of the labor force, are unemployed.

Household Characteristics

The DOF estimated that there were 6,421 households in Murrieta in 1990. Based on Southern California Edison information, households increased to 9,892 in 1993 (a 54 percent increase). There were 68 persons living in nursing homes that are not counted as households by the Census or the DOF.

The average household size was estimated at 2.95 persons per household in 1990. The average household size increased to 3.22 in

1993 (a 9.1 percent increase). It is assumed in this report that the average person per household will remain at 3.22 over the next five years. According to 1990 Census figures, Hispanic households had the largest average household size (3.9 persons per household). Whites, which make up the majority of the population, averaged 2.8 persons per household. Overcrowding is defined as 1.01 or more persons per room. In order to estimate the number of households living in overcrowded conditions, the City of Temecula's data was utilized. Approximately 9.6 percent of rental units and 2 percent of owner-occupied units are overcrowded. This equates to approximately 169 renter- and 162 owner-occupied overcrowded units.

Large families are defined as having five or more persons living in a dwelling unit.

The 1991 Murrieta Community Profile estimated that families comprised 75.1 percent of the households, while single persons comprised 13.3 percent, and other households comprised 11.6 percent. It was estimated that there were 928 large families/households residing in Murrieta in 1990. Large families are defined as having five or more persons residing in a dwelling unit. It is also estimated that there are 155 male and 523 female single-parent families with children under the age of 18. Large families and single parent households (especially female-headed households) are often considered groups with special housing needs due to limited incomes and larger housing unit requirements.

The 1991 Murrieta Community Profile estimated a median annual household income of \$33,949 and an average household income level of \$42,921. Household income appears to be well distributed within and around Murrieta, and somewhat consistent with that of Riverside County. State law establishes four household income categories based upon the area median income level: very low, low, moderate, and high. Very low income households earn less than 50 percent of the area's median income; low income households earn 50 to 80 percent; moderate income households earn 80 to 120 percent; high income households earn over 120 percent.

SCAG's 1992 Preliminary Regional Housing Needs Assessment (RHNA) delineated income categories for jurisdictions based on 1990 census data. Unfortunately, Murrieta was not included in this report. The neighboring City of Temecula was recognized in the report, and as Temecula's and Murrieta's population characteristics are similar in nature, this Housing Element has assumed Murrieta will utilize the same household income category percentages as the City of Temecula. Under this assumption, Murrieta household population is comprised of 14.8 percent very low income households, 15.8 percent

Housing Characteristics

low income households, 19.6 percent moderate income households, and 49.8 percent high income households.

The DOF 1990 Census figures estimated 9,062 housing units within Murrieta. The DOF also reports that the number of housing units in 1992 was 9,856 (an 8.8 percent increase), and an estimated 10,474 units in January, 1993 (a 6.3 percent increase).

In 1993, the DOF reported that the single family detached product is the most prevalent housing type in Murrieta, comprising 75.6 percent of the total units. Multi-family attached units, exceeding 5 or more units, make up the second largest product type at 15.6 percent. Mobile homes are the third largest residential unit type accounting for 6.7 percent. The majority of the homes in Murrieta (approximately 80 percent) were constructed within the last 10 years. Most of this growth has occurred with the development of specific plan areas within the City. A windshield survey was conducted in 1992 of the areas in Murrieta which contain the older housing units. The survey identified 8 units in need of structural repair and 42 units in need of cosmetic repair, such as clean-up and painting.

*Owner occupied units totalled
82.1% of all units in Murrieta in
1990.*

The housing tenure in Murrieta is predominately owner occupied. According to the Murrieta Valley Unified School District Census Report, owner occupied units totalled 82.1 percent in 1990. Renter occupied units, on the other hand, totalled 17.9 percent in 1990. This can be attributed to the fact that the Murrieta housing stock is typically single-family detached, for-sale units and therefore caters to homeownership tenure. Additionally, there is only a limited amount of multi-family housing, which typically provides rental housing opportunities.

The DOF, utilizing 1990 Census data, estimated that the Murrieta housing stock had a vacancy rate of 29.1 percent. This high rate in 1990 can be attributed to the large amount of construction that took place in the late 1980's, followed by reduced home sales. This left a large standing inventory of newly constructed homes. City staff believes there are discrepancies with the DOF estimates. A September 1993 report prepared by City Staff, based upon Edison Electric company records, indicates that there are currently 9,892 occupied housing units within Murrieta. In a letter dated September 20, 1993, to the Western Riverside Council of Governments, Staff identified a vacancy rate of 5.55 percent. Due to the lack of substantiated data, this Element utilizes this vacancy rate.

According to local construction sources, 1992 new home retail costs equate to approximately \$100 to \$110 per square foot for one-story

single-family detached homes, \$80 to \$90 per square foot for two-story single-family detached homes, and \$75 to \$80 per square foot for multi-family housing units. The 1991 Murrieta Community Profile identified a median sales price of \$150,600. Due to current economic trends and the possible downsizing of units to meet consumer needs, it is estimated that the current median home sales price is \$140,000. According to local realtors and property management groups, rents in Murrieta can range from \$400 to \$1,100, dependent upon unit type, size, and location. See the Murrieta General Plan Technical Report for a breakdown of estimated housing costs per unit, size, and type.

Housing affordability is determined by comparing household income to housing costs. HUD defines an affordable unit as one which costs less than 30 percent of the household's gross income. Households are further delineated into four different income levels as previously discussed. The 1994 HUD income levels for Riverside County are shown in Figure III-1. The Figure illustrates the monthly income levels and affordability caps for each income category. The majority of the housing stock is affordable to most moderate and upper income households. Very low- and low income households, however, are less likely to find affordable housing in the Plan Area.

Housing Needs Assessment

Existing Need

Affordability Low income residents who pay more than 30 percent of their income for housing, are considered a group in need of housing assistance. Based upon assumptions from the Preliminary Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments (SCAG) in June 1992, and utilizing the City of Temecula as a comparative, it is estimated there were 1,599 low and very low income households in Murrieta. Using this assumption, it is estimated that of the 1,599 low and very low income households in Murrieta, 1,225 households (76.6 percent) were paying more than 30 percent of their income for housing in 1992. Based on County of Riverside data, it is estimated that 788 of the households paying more than 30 percent of their income are renters and 437 households are owners.

Special Needs Groups

Elderly Households The 1990 Census identified 10.5 percent, or approximately 1,900 persons within the City of Murrieta, to be 65 years of age or older. Maintaining this same percentage, current elderly population in Murrieta is estimated to be 3,300 persons. Utilizing Riverside County data, an estimated 250 elderly persons have incomes below the poverty level.

Housing Affordability Caps 1994 State HCD Standards

Unit Type	1 Bedroom		2 Bedrooms		3 Bedrooms		4 Bedrooms	
	1 Person	2 Persons	3 Persons	4 Persons	5 Persons	6 Persons	7 Persons	8 Persons
VERY LOW INCOME (<50% of Median)								
Max Annual Income	\$14,800	\$16,900	\$19,050	\$21,150	\$22,850	\$24,550	\$26,250	\$27,900
Max Monthly Income	\$1,233	\$1,408	\$1,588	\$1,763	\$1,904	\$2,046	\$2,188	\$2,325
Rent (30%)	\$370	\$422	\$476	\$529	\$571	\$614	\$656	\$698
LOW INCOME (50% to 80% of Median)								
Max Annual Income	\$23,700	\$27,050	\$30,450	\$33,850	\$36,550	\$39,250	\$41,950	\$44,650
Max Monthly Income	\$1,975	\$2,254	\$2,538	\$2,821	\$3,046	\$3,271	\$3,496	\$3,721
Rent (30%)	\$593	\$676	\$761	\$846	\$914	\$981	\$1,049	\$1,116
MODERATE INCOME (80% to 120% of Median)								
Max Annual Income	\$35,550	\$40,600	\$45,700	\$50,750	\$54,800	\$58,850	\$62,950	\$67,000
Max Monthly Income	\$2,963	\$3,383	\$3,808	\$4,229	\$4,567	\$4,904	\$5,246	\$5,583
Rent (30%)	\$889	\$1,015	\$1,142	\$1,269	\$1,370	\$1,471	\$1,574	\$1,675

Note:

Shaded boxes indicate affordable rent limits for specified income level and household size.

MEDIAN INCOME								
Annual Income	\$29,600	\$33,850	\$38,050	\$42,300	\$45,700	\$49,050	\$52,450	\$55,850
Monthly Income	\$2,467	\$2,821	\$3,171	\$3,525	\$3,808	\$4,088	\$4,371	\$4,654
Rent (30%)	\$740	\$846	\$951	\$1,058	\$1,142	\$1,226	\$1,311	\$1,396

Source: California Dept. of Housing and Community Development, May 31, 1994

H-7

FIGURE III-1

Housing Affordability Caps

Individuals over the age of 65 often require special housing needs and services. Many seniors may live on a fixed income, alone, or with their children. They may also be dependent upon public transportation for accessing vital services and life essentials (such as food, medicine, health care, etc.) Seniors typically face the following issues related to housing and income.

- *Inadequate Income* Some of the elderly are on fixed incomes, their ability to purchase necessities is often limited, and some homeowner-occupants cannot afford to maintain their homes.
- *Affordable Housing* The elderly on fixed incomes often cannot afford free market rents since their incomes may not increase at the same rate as the costs associated with housing. Using Temecula and Riverside County information, elderly households constitute an estimated 14 percent of all owner-occupied units and 6.2 percent of renter-occupied units.
- *Affordable Health Care* The rising cost of health care limits access of some seniors on fixed incomes to medical treatment and medicine.
- *Transportation* Because some of the elderly live alone, without automobiles, or are disabled, they are dependent upon public transportation or friends and family for their transportation needs.

Large Families Large families are defined as having five or more persons residing in a dwelling unit. This group often requires housing assistance due to fixed costs such as higher rent, food, and clothing. In 1990, it was estimated that there were approximately 928 large family households residing in Murrieta. Currently, it is estimated that there are 1,425 large families in Murrieta, 70 percent of which reside in owner-occupied units and 30 percent in rentals.

Single-Parent Households Single-parent households, and those headed by females in particular, face challenges in providing shelter and an income for their families. Single-parent, and especially single-parent female headed households, incomes are typically less than those of two-parent households. Due to the lower income, housing and child-care choices available to them are limited. The 1990 Census identified approximately 155 male and 523 female single-parent families with children under the age of 18. Using Riverside County data, approximately 43.8 percent of female headed single-parent households and an estimated 20.9 percent of male single-parent households are below the poverty level.

The 1990 Census identified approximately 155 male and 523 female single-parent families with children under the age of 18.

The Disabled While many disabled individuals are able to work, many are limited by their disability and are classified low-income, which may restrict their housing options. Certain handicapped persons may live comfortably without special housing accommodations, but persons with ambulatory handicaps often require specially designed, barrier-free housing that is affordable. Conventional housing may require modifications, in compliance with the Americans with Disabilities Act (ADA) requirements, to ensure its suitability for occupancy by a physically handicapped person. Utilizing 1990 Census estimates for Murrieta and its surrounding areas, the 2,645 person disabled population is delineated as follows:

- 711 persons with work disability, mobility, and self care limitations;
- 1,541 persons with mobility and self-care limitations, but no work disability; and
- 393 persons with no mobility or self care limitations, but are considered to have a work disability.

The Homeless A growing issue throughout the county is homelessness and the need for communities to shelter them. Those in need of shelter are homeless for a variety of reasons. Some may not be able to earn enough money to pay rent and the security deposits that are often required for rental housing. Others may have lost a spouse or their job and still others may have been discharged from an institution (i.e., medical, correctional, etc.). Due to the nature of homelessness and the lack of Murrieta-specific data, it is difficult to estimate the number of homeless persons on any given day. The Temecula Housing Element states that there are approximately 100 homeless persons in the Temecula area, with an estimated 30 living on the streets (in autos, parks, etc.).

The homeless may require either emergency shelter or transitional shelter. Each has a distinct purpose. For example, emergency shelters are designed for short-term housing needs. An earthquake, prolonged extreme cold, flood, fire, or other natural disaster would necessitate the use of an emergency shelter. Transitional housing, however, is a long-term solution that offers shelter combined with other social services that allows individuals and families the opportunity to remove themselves from the conditions of homelessness and re-enter the mainstream of society.

Currently there are no transitional or emergency shelters within Murrieta, although the "Community Pantry," in the City of Temecula,

Emergency shelters are designed for short-term housing needs. Transitional housing provides longer term housing opportunities for individuals and families.

provides both transitional and emergency shelter for residents of Temecula and Murrieta. Services provided include food subsidies, hot meals, clothing, temporary housing, counseling, and assistance with State grants to assist in acquiring rental housing. According to the "Community Pantry," they provide food subsidies 3 days a week to approximately 100 families, providing cooked meals to 70 families a month, and currently assisting 7 homeless persons within the two communities. "Community Pantry" has provided assistance to many homeless by acquiring State grants to assist with first months rent and security deposits. Many of the families or individuals that may, or may not, be receiving meals are living in hotels, staying with others or in abandoned houses, or living in their automobiles.

Farm Workers Most of the agricultural and equestrian operations within Murrieta are small in scale and are typically family operated. Although there are no major agricultural operations currently located within Murrieta, nearby wineries represent an employment base for migrant farm workers. As there is a documented county-wide need for farm worker housing and there are no farm worker housing units in Murrieta, this group of people may further impact housing problems such as homelessness and/or create overcrowded conditions in rental units or motel rooms.

Future Housing Needs

Future Development of Housing The Southern California Association of Governments (SCAG) is required by State housing law to identify future housing needs for all local jurisdictions. These findings are published in the Regional Housing Needs Assessment (RHNA). The City of Murrieta incorporated after the 1990 Census was conducted and therefore is not identified as an independent jurisdiction in the RHNA. Prior to incorporation, the RHNA future housing need figure for Murrieta was included as part of Riverside County. The California Department of Housing and Community Development (HCD) states that when a jurisdiction is not provided a future housing need figure, the jurisdiction can determine its own future housing need, provided that it is not less than the growth planned for by the County prior to incorporation.

In determining the future housing need for the City of Murrieta, several assumptions were made based upon recent trends:

In order to satisfy Murrieta's projected housing need within the planning period, an average of 435 new units per year would be necessary.

- An annual household growth rate of approximately 4.0 percent from 1993-1996.
- An estimated 11,130 households within Murrieta in 1996.
- A five percent (5%) vacancy rate.

As of 1993, Murrieta had an estimated 9,892 households, 10,474 dwelling units, and a vacancy rate of approximately 5.55 percent. Based on the stated assumptions, the City of Murrieta would increase by approximately 1,238 households, and 1,307 dwelling units by 1996 in order to meet the identified household need. As a significant portion of Murrieta housing stock is less than 10 years of age, no demolition adjustments were considered in the analysis.

The achievement of 1,307 units over the planning period (1993-1996), represents a four percent (4%) annual growth rate in the housing stock and an average of 435 new units per year. The total number of housing units in 1996 would increase to an estimated 11,781 (12.5% increase). The planning period only runs to 1996 due to recent State legislation, extending the current planning period from 1989-1994 to 1989-1996.

As required by State Law, the future housing figure of 1,307 housing units must be delineated by income category. By applying the identified 1990 income category percentages identified for the adjacent City of Temecula, the City of Murrieta has a need to construct 193 very low income units, 207 low income units, 256 moderate income units, and 651 upper income units.

Units Eligible for Conversion As required by State Law, local jurisdictions are required to identify housing projects that were constructed with financial assistance in order to provide affordable housing. State law also requires cities to develop programs that will preserve these units as affordable.

Based upon contacts with the California Housing Corporation, there are no Federally assisted projects within Murrieta. According to the Riverside County Housing Authority, there are no State assisted Section 8 projects within Murrieta. A mortgage revenue bond was utilized to reduce interest rates for the construction of the 396 unit Amanda Park Apartments. This project was built in 1992 and has a fifty year restriction, therefore these units are not at risk of conversion until the year 2042. No other projects have been constructed utilizing a density bonus, financial assistance, in-lieu fee program, or through Redevelopment set-aside funds. Because of these reasons, no preservation of assisted units analysis is necessary at this time.

Mobilehomes accounted for approximately 16.3% of Murrieta's housing stock in 1990, providing a valuable source of affordable housing.

Mobilehomes In 1990, it was estimated that there were approximately 1,813 mobilehome units in the City of Murrieta. This accounted for approximately 16.3 percent of the housing stock. Mobilehome parks provide a valuable source of affordable housing to communities. Often these units are occupied by the elderly, as they typically are affordable and require less maintenance. Over time, mobilehome park sites can become attractive sites to alternative uses such as other types of residential development or commercial and industrial parks. This can create displacement of low income residents. Therefore the future preservation of these mobilehome parks is important to insure that existing affordable units will remain available.

Resources

Vacant and Underdeveloped Land

The 1992 Murrieta General Plan Existing Land Use Inventory identified approximately 14,363 acres of vacant and 2,234 acres of underdeveloped land in the Murrieta Plan Area (City area plus Sphere of Influence). Underdeveloped land, as identified in the Land Use Element, is defined as lands currently devoted to agricultural and farming type uses. Some residentially designated areas currently include scattered single family dwellings. An estimated 13,425 acres, or 80 percent of the vacant and underdeveloped land, has been designated for residential development. Approximately 11,397 acres are vacant and an estimated 2,028 are underdeveloped. The residential land use designations identified in the General Plan establish midpoint and/or target densities for each residential category. Based upon the midpoint or target density ranges, it is estimated that the Plan Area has the ability to create 33,514 new units.

Table III-1 illustrates vacant and underdeveloped land by land use designation and makes assumptions of affordability based on density ranges.

Figure III-2 illustrates the location of vacant and underdeveloped lands, plan designations, and City-wide residential growth areas anticipated over the next five years. It is anticipated that most of the growth that will occur during the 1993-1996 period will occur within Specific Plan areas (Figure III-2), as infrastructure and services have already been planned and/or provided for.

Table III-1

Vacant and Underdeveloped Land by Land Use Plan Designation and Assumptions for Future Units by Income Category							
Residential Land Use Design.	Density	Vacant Acres	Under-developed Acres	Future Unit Capacity by Income Group			
	Units/Acre			Very Low	Low	Moderate	Upper
Rural	.2 ¹	2,666	1,028	-	-	-	739
Equestrian	1.2 ¹	3,891	277	-	-	-	5,000
Single Family 1	3.5 ¹	3,944	480	-	-	7,742	7,742
Single Family 2	7.5 ²	536	153	-	2,584	2,584	-
Multi Family 1	12.5 ³	110	40	-	937	937	-
Multi Family 2	17.5 ³	183	0	1,601	1,601	-	-
Multiple Use	17.5 ³	67	50	638	638	771	-
Total		11,397	2,028	2,239	5,760	12,034	13,481

Source: Lightfoot Planning Group 1992

¹ Midpoint Density² Is less than Target Density.³ Exceeds Target Density to account for potential density bonus unit development.⁴ See text for description of Multiple Use areas with residential potential.

Redevelopment Area

Prior to Murrieta's incorporation, Riverside County established a redevelopment area within Murrieta, located west of Interstate 15 at the Kalmia Street exit. The site was approximately 200 acres in size. The City has established a Redevelopment Agency and is currently reviewing potential Redevelopment Project Areas. The City has yet to adopt a Redevelopment Project Area due to the lack of a General Plan. Because of this, Murrieta currently has no Redevelopment Agency Low and Moderate Income Housing Funds (L&M Funds). The City intends to identify a Project Area soon after the General Plan is adopted. Until the City establishes a Project Area, and the L&M Fund is capitalized, the City will pursue other funding sources, such as, but not limited to, Community Development Block Grant Funds and the ongoing support of applications by others for funds to provide affordable housing.

Redevelopment agencies are a valuable resource in establishing affordable housing, in that such agencies are required to set-aside 20 percent of generated revenues specifically for the establishment of very low, low, and moderate income housing.

Community Development Block Grants

The City of Murrieta does not currently meet the requirements of an entitlement city for the receipt of Community Development Block Grant Funds (CDBG). Instead, the County of Riverside Economic Development Agency (RCEDA) acts as entitlement administrator for Murrieta. The City receives CDBG funds from the RCEDA for the development, preservation, and conservation of housing in the City. The City expects to continue close coordination with the County of Riverside Housing Authority and RCEDA in meeting its housing program objectives.

Sphere of Influence

Upon incorporation, the Local Agency Formation Commission (LAFCO) assigned the City of Murrieta a Sphere of Influence consisting of approximately 18 square miles. In 1990 there were approximately 2,177 homes and an estimated population of 4,663 persons within the Sphere area. Based on the vacant and underdeveloped land analysis, the Sphere of Influence has the potential to create an additional 11,800 homes, which could be added to the City of Murrieta's housing stock through the annexation process (the 11,800 housing units is a portion of the potential 33,514 units identified within the vacant and underdeveloped land analysis calculation).

Opportunities for Energy Conservation

The City of Murrieta is committed to conserving energy. Currently, the Planning Department staff recommends that applicants incorporate energy saving techniques into their residential projects, such as orientation of lots and location and type of landscape materials to maximize solar energy opportunities. Solar heating is also encouraged, especially for pools, both private and in multi-family recreational settings. The Building Department also utilizes the Title 24 energy conservation requirements while reviewing plans. This ensures that all new homes constructed within Murrieta will utilize all currently accepted energy saving techniques to meet the State requirements. Energy savings equate to lower utility and operating costs, a factor in assessing housing affordability.

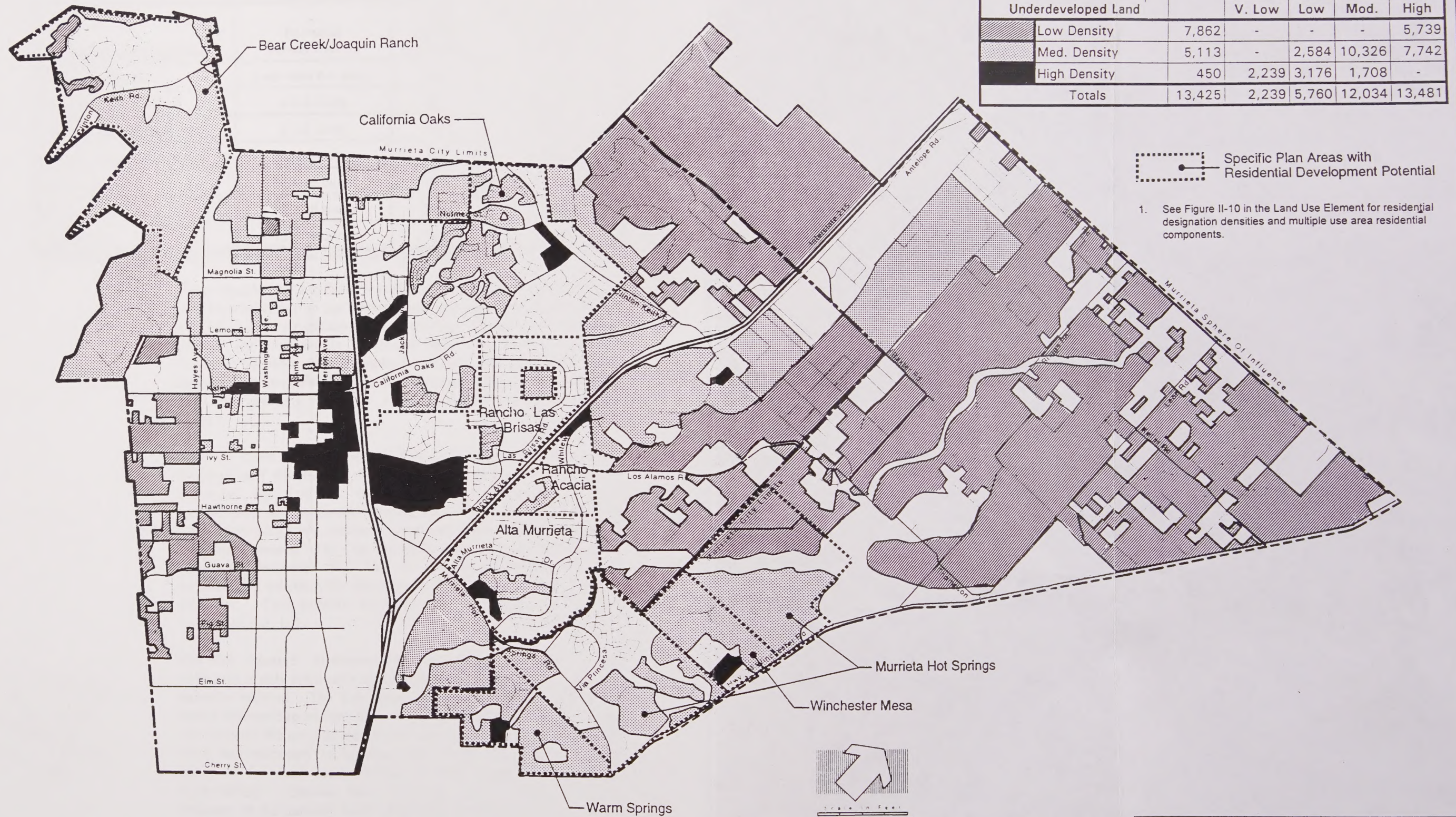
Constraints to Affordable Housing

Governmental Constraints

As required by Government Code Section 65583(4), a Housing Element is to provide an analysis of existing and potential governmental constraints on the improvement, maintenance, and development of the housing stock.

Land Use Controls

The Murrieta General Plan is the basis for all land use controls within the City. The Land Use Plan specifies the following land use designations and applicable density ranges for residential uses.



Source: The Lightfoot Planning Group, 1992

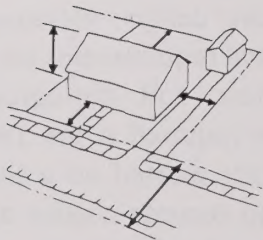
Table III-2

Residential Designations	Permitted Density Ranges	Target Density Units/Acre	Zone Categories- Minimum Lot Sizes
Rural Residential	Less than 0.4 du/ac	N/A	2.5 ac
Equestrian Residential	0.4-2 du/ac	N/A	0.5 ac ¹
Single Family Residential 1	2.1-5 du/ac	3.5	7,200 sf ¹
Single Family Residential 2	5.1-10 du/ac	8.0	5,000 sf ¹
Multi-Family 1	10.1-15 du/ac	12.0	5 acres
Multi-Family 2	15.1-18 du/ac	16.0	5 acres
Mixed Use	15.1-18 du/ac	16.0	5 acres

¹4,000 square feet within Master Plan Overlay Area and project utilizes clustering.

These densities tend to favor low density development, which may be seen as a constraint to the development and supply of higher density housing, which is typically more affordable. The five acre minimum lot size for multi-family residential uses, identified to insure an economy of scale with regards to on-site amenities and proper management, may also be seen as a constraint to the development of affordable housing, such as infill apartment and condominium projects.

After the approval of the General Plan, a Development Code will be prepared and adopted to regulate development standards such as minimum lot size, lot width, parking requirements, setback requirements, and minimum building separation requirements, which may, when combined, create a constraint upon the development of affordable housing. The City currently utilizes what was County of Riverside Ordinance No. 348 to regulate development. The Ordinance is substantially the same as the County's, but with minor revisions. Two notable revisions are Ordinance No. 90 and Ordinance No. 102.



The City adopted Ordinance No. 90 on March 16, 1993. The ordinance is only applicable to residential subdivisions that have been partially builtout. The City formulated the ordinance due to the recent economic recession. Many partially built subdivisions were for sale because the original developer went bankrupt. New developers were not interested in building the homes that were originally approved for the vacant residential pads because of a lack of marketability. Instead, they proposed smaller units. Existing residents of the partially built subdivisions would protest.

Ordinance No. 90 provides for Planning Director approval if the proposed new units are not more than 15 percent smaller than originally approved. The Planning Commission reviews proposals with units more than 15 percent smaller. One benefit of the Ordinance is that it reduces a procedural constraint which previously required a new hearing at the Planning Commission and City Council for those developers with approved plans that desired to modify these plans to address market conditions. This Ordinance also poses a constraint by discouraging builders from purchasing approved and partially built projects due to additional processing times, costs, and risk of denial.

The Planning Commission is empowered to make many final land use decisions.

Ordinance No. 102, adopted by the City on July 20, 1993, amends County of Riverside requirements for the R-2 zone. The Ordinance establishes minimum lot sizes (5,000 net square feet), setbacks, and design review requirements. The ordinance provides flexibility to developers building small lot homes. Prior to the adoption of the Ordinance, a developer was required to submit entire development plans for each home, including architecture, floor plans, and the actual plotting of each unit on the lot. Developers would be subject to a new public hearing if they wanted to change a product type in a subsequent phase. Ordinance No. 102 gives the developer flexibility to respond to market conditions. The City does not require the developer to show all unit plotting details at the time of Tentative Map approval. Instead, the plotting of units can be completed administratively. Design review is accomplished by processing a package of housing products. The package must be approved by the Planning Commission. The developer could then build each phase utilizing any of the approved units in the design package, without having to go back to the Planning Commission.

Other City revisions to the County's development review process include discretionary review procedures, fees (discussed in the following section) and submittal requirements. The City Council recently empowered the Planning Commission to make many land use decisions, such as Tentative Tract and Parcel Maps, without an automatic review by the City Council. Previously, this was seen as a procedural constraint which could cause time delays, increased costs, and additional risk for developers. Submittal requirements have been streamlined. For example, in the past, full biological, archaeological, and paleontological studies were required at the time of application submittal, whether or not resources existed on a site. Now, preliminary studies, field inspections, and records checks are completed prior to application submittal to determine if resources are present. Appropriate studies are prepared if necessary. This saves time and costs in preparing unnecessary reports.

The City of Murrieta utilizes the California Uniform Building Code (UBC) to insure safe residential structures. As the UBC is used throughout the State, this is not considered a constraint. The City utilizes two inspectors to insure that construction activities comply with all regulations. A separate Code Enforcement Officer is also utilized to insure that existing structures remain safe and meet existing code requirements.

Ordinance No. 348 regulates site development requirements. Multi-family development regulations include height limits of 50 feet, building lot coverage restrictions of 50 percent, and parking requirements equal to 1.25 spaces for one bedroom units, 2.25 for two bedrooms, and 2.75 for three bedroom units. The lot coverage, height, and parking requirements can be considered a constraint to the development of affordable housing.

The City of Murrieta allows the development of second units and manufactured housing in single-family districts. Second units on lots smaller than 20,000 square feet can not exceed 750 square feet. Second units on lots greater than 20,000 square feet can be as large as 1,800 square feet. The units can be used for family or as a rental. Manufactured housing is permitted in single-family areas in accordance with State law.

Fees The City of Murrieta revised the fee structure for processing development applications. Unlike the County, Murrieta charges for the amount of staff time actually required to process the application. A deposit is submitted when the application is accepted by the City. The City then bills \$76 per technical staff hour for the processing of the application. If the deposit is exceeded, the developer is required to submit additional monies. Figure III-3 illustrates the costs for processing development projects in Murrieta in 1993. The fee schedule is periodically updated.

A recent 248 unit single-family development paid \$3,000 in planning fees, which is substantially lower than the costs in Riverside County (approximately \$8,000). Engineering fees are based upon quantities of grading and costs of subdivision improvements. Building plan check and permit fees are approximately \$1,600 per unit, and are based on building valuation. The cost of processing the applications is competitive with adjacent jurisdictions and is not considered a constraint to the development of housing.

PLANNING

<u>APPLICATION TYPE</u>	<u>SET FEE</u>	<u>ACTUAL COST/DEPOSIT</u>
ANNEXATION	-----	\$2,000
AMENDMENT OF FINAL MAP	-----	\$2,000
APPEALS	SET FEE OF \$380. IF AN APPLICANT FILES AN APPEAL ON AN ACTUAL COST CASE, AN ADDITIONAL DEPOSIT SHALL <u>NOT</u> BE REQUIRED AND ALL APPEALS SHALL BE CHARGES AGAINST ORIGINAL DEPOSIT. NO FEE SHALL BE CHARGED CITY COUNCIL MEMBERS FOR FILING AN APPEAL.	-----
CERTIFICATE OF COMPLIANCE SUBDIVISIONS	\$532	-----
CERTIFICATE OF HISTORIC APPROPRIATENESS	\$342	-----
CERTIFICATE OF ZONING COMPLIANCE FOR OUTDOOR ADVERTISING DISPLAYS (BILLBOARDS)	\$380 IF PUBLIC HEARING NOT REQUIRED.	\$500 IF PUBLIC HEARING REQUIRED.
CONCURRENTLY FILED APPLICATIONS	-----	IF MORE THAN ONE APPLICATION IS FILED FOR A PROJECT AND ONE OR MORE OF THE APPLICATIONS IS SUBJECT TO ACTUAL COST FEES, ONE DEPOSIT SHALL BE ACCEPTED (THE LARGEST DEPOSIT LISTED) AND ALL APPLICATIONS SHALL BE PROCESSED AS ACTUAL COST CHARGED AGAINST THAT ONE DEPOSIT.
CONDITIONAL USE PERMIT	-----	\$2,000
DEVELOPMENT AGREEMENT	-----	\$3,000 DEPOSIT; CITY HOURLY RATES, PLUS ACTUAL COST OF ATTORNEY
ENVIRONMENTAL DETERMINATION NOT PART OF ANOTHER APPLICATION	-----	ACTUAL COST. DEPOSIT TO BE DETERMINED BY THE PLANNING DIRECTOR.

Source: City of Murrieta, 1993

Fee Schedule

(1 of 8)

<u>APPLICATION TYPE</u>	<u>SET FEE</u>	<u>ACTUAL COST/DEPOSIT</u>
ENVIRONMENTAL DOCUMENT FILING FEES - MANDATED BY STATE DEPARTMENT OF FISH AND GAME	WHEN REQUIRED BY STATE LAW: \$25.00 CITY PROCESSING FEE; AND \$25.00 COUNTY CLERK FEE; PLUS, \$850.00 FISH AND GAME FEE FOR EIR'S (OR CURRENT FEE IN EFFECT); OR \$1250.00 FISH AND GAME FEE FOR NEGATIVE DECLARATION (OR CURRENT FEE IN EFFECT).	-----
ENVIRONMENTAL IMPACT REPORT (EIR) PREPARATION AND PROCESSING	-----	ALL EIR'S SHALL BE PREPARED BY THE CITY OR BY CONSULTANTS UNDER CONTRACT WITH THE CITY AT ACTUAL COST. ACTUAL COST INCLUDES ALL CITY STAFF AND PROCESSING COSTS, PLUS CONSULTANT COSTS INCLUDING CITY OVERHEAD. DEPOSIT TO BE DETERMINED BY THE PLANNING DIRECTOR.
ENVIRONMENTAL MITIGATION MONITORING PROGRAM	-----	COSTS ARE TO BE DETERMINED AS A PART OF THE EIR OR NEGATIVE DECLARATION MITIGATION MONITORING PROGRAM AND REIMBURSEMENT OF COST IS TO BE INCLUDED AS A CONDITION OF APPROVAL ON THE PROJECT. THE INTENT IS TO PROVIDE REIMBURSEMENT OF ALL CITY COSTS.
EXTENSION OF TIME (EXT) - CONDITIONAL, AND PUBLIC USE PERMITS, AND PLOT PLANS	-----	\$1,000
EXTENSION OF TIME (EXT) - TENTATIVE TRACT AND PARCEL MAPS	\$380	-----
FAMILY DAY CARE (7-12 CHILDREN)	\$152	-----
GENERAL PLAN AMENDMENT	-----	\$4,000
HAZARDOUS WASTE FACILITY SITING PERMIT (HW)	-----	\$8,000
KENNELS AND CATTERIES DETERMINATION PER ORDINANCE 348	\$76	-----
KENNELS AND CATTERIES PERMIT	\$228 IF PUBLIC HEARING NOT REQUIRED	\$1,000 IF PUBLIC HEARING IS REQUIRED
LAND DIVISION MAP FILING (PHASING PLAN)	-----	\$400
LOT LINE ADJUSTMENT	-----	\$800
MINOR CHANGE (OF APPROVED TENTATIVE MAPS)	\$988	-----
MINOR TEMPORARY OUTDOOR EVENT (PP)	\$253 IF PUBLIC HEARING NOT REQUIRED	\$1,000 IF PUBLIC HEARING IS REQUIRED

Source: City of Murrieta, 1993

Fee Schedule

(2 of 8)

<u>APPLICATION TYPE</u>	<u>SET FEE</u>	<u>ACTUAL COST/DEPOSIT</u>
PARCEL MAP WAIVER	\$253	.....
PARCEL - MERGER: MERGER OF CONTIGUOUS PARCELS	.....	\$800
PLAN CHECK - FOR REVIEW OF CONDITIONS OF APPROVAL FOR TENTATIVE TRACT AND PARCEL MAPS, COMMERCIAL AND INDUSTRIAL PROJECTS, AND MULTI-FAMILY PROJECTS. TO BE PAID AT TIME OF BUILDING PERMIT OR FILING OF FINAL MAP.	.....	ACTUAL COST - \$200 DEPOSIT. (FOR TENANT IMPROVEMENTS, SIGNS, AND SINGLE-FAMILY RESIDENTIAL PLAN CHECKS, SEE SET FEES)
PLAN CHECK - TENANT IMPROVEMENTS, SIGNS, AND SINGLE-FAMILY RESIDENTIAL PROJECTS.	TENANT IMPROVEMENTS \$38; SIGNS FOR WHICH THERE EXISTS AN APPROVED SIGN PROGRAM \$38; ALL WALL SIGNS \$38; SINGLE-FAMILY RESIDENTIAL \$76 (FOR PLAN CHECKS ON TENTATIVE MAPS, COMMERCIAL AND INDUSTRIAL PROJECTS, AND MULTI-FAMILY UNITS, SEE ABOVE)	.....
PLOT PLANS	FOR PLOT PLANS WHICH ARE EXEMPT FROM CEQA AND REQUIRED ONLY PLANNING DEPARTMENT REVIEW AND FOR ADMINISTRATIVE PLOT PLANS FOR 1 TO 3 SIGNS \$304. OTHER PLOT PLANS ARE PROCESSED AT ACTUAL COST.	\$2,000 DEPOSIT FOR PROJECTS SUBJECT TO CEQA REVIEW OR REQUIRING MORE THAN PLANNING DEPARTMENT REVIEW, THIS INCLUDES SIGN PROGRAMS FOR 4 OR MORE SIGNS.
PRELIMINARY PROJECT REVIEW	\$304	.....
PROJECTS FOR WHICH THERE IS NO APPROPRIATE FEE CATEGORY. RESEARCH AND REVIEW FEES NOT OTHERWISE SPECIFIED.	.....	ACTUAL COST DEPOSIT TO BE DETERMINED BY PLANNING DIRECTOR.
PUBLIC HEARING CHARGE	.....	\$300 CHARGE AGAINST DEPOSIT FOR EACH PUBLIC HEARING TO COVER NOTICING AND OTHER PUBLIC HEARING COSTS. THIS IS IN ADDITION TO HOURLY COSTS FOR STAFF AND CONSULTANTS.
PUBLIC USE PERMITS	.....	\$1,500
REGULARLY SCHEDULED EVENT (PP)	\$304 IF PUBLIC HEARING NOT REQUIRED	ACTUAL COST, DEPOSIT \$1,000 IF PUBLIC HEARING IS REQUIRED.
RESEARCH	.....	ACTUAL COST WITH DEPOSIT TO BE DETERMINED BY PLANNING DIRECTOR
REVERSION TO ACREAGE (5 OR MORE PARCELS)	\$1,013	

Source: City of Murrieta, 1993

Fee Schedule

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<u>APPLICATION TYPE</u>	<u>SET FEE</u>	<u>ACTUAL COST/DEPOSIT</u>
REVISED PERMITS NOT REQUIRING A PUBLIC HEARING	\$608	-----
REVISED PERMITS REQUIRING A PUBLIC HEARING	-----	\$1,000
SECOND UNIT PERMITS	\$456	-----
SET BACK ADJUSTMENTS FOR EXISTING STRUCTURES IN A SETBACK	\$304	-----
SPECIAL SERVICE LETTER	\$152	-----
SPECIFIC PLANS	-----	\$10,000
SUBSTANTIAL CONFORMANCE (MINOR MODIFICATION)	\$304 FOR ALL SUBSTANTIAL CONFORMANCE APPLICATIONS EXCEPT THOSE WITHIN SPECIFIC PLANS WHICH ARE PROCESSED AT ACTUAL COST.	\$1,000 DEPOSIT IF SUBSTANTIAL CONFORMANCE WITHIN A SPECIFIC PLAN.
TEMPORARY USE PERMIT	\$304 IF PUBLIC HEARING NOT REQUIRED.	\$1,500 DEPOSIT IF PUBLIC HEARING IS REQUIRED.
TENTATIVE TRACT AND PARCEL MAPS	-----	\$2,500
VARIANCE	-----	\$1,500
ZONE CHANGE	-----	\$3,000
ZONING CODE AMENDMENTS	-----	\$2,000
ZONING INFORMATION LETTER	\$38 PLUS ACTUAL COST OF ANY CITY ATTORNEY TIME	CITY ATTORNEY TIME AT ACTUAL COST
<u>MAPS, DOCUMENTS & PHOTOCOPYING & OTHER FEES</u>		
COPYING	\$0.25 PER PAGE FOR EACH PAGE IN EXCESS OF SIX. NO CHARGE FOR SIX OR FEWER COPIES.	-----
DOCUMENT CHARGE FOR CITY DOCUMENTS, STUDIES AND SIMILAR MATERIALS SUCH AS GENERAL PLAN AND ZONING CODE AND ZONING MAPS	-----	ACTUAL COST OF PROVIDING DOCUMENT PLUS CITY OVERHEAD FEE TO BE ESTABLISHED BY PLANNING DIRECTOR
GENERAL PLAN UPDATE	\$8 PER APPLICATION COLLECTED AT TIME OF APPLICATION SUBMITTAL	-----
PERMANENT RECORD RETENTION	\$25 PER APPLICATION COLLECTED AT TIME OF APPLICATION SUBMITTAL	-----

Source: City of Murrieta, 1993

Fee Schedule

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ENGINEERING

<u>APPLICATION TYPE</u>	<u>SET FEE</u>	<u>ACTUAL COST/DEPOSIT</u>
AMENDMENT OF FINAL MAP	-----	\$2,000
CERTIFICATE OF COMPLIANCE	\$532	-----
CERTIFICATES OF CORRECTION	\$650 + \$30/CORRECTION	-----
EASEMENT DEDICATIONS/QUITCLAIM DEED	\$650 + \$100/SHEET	-----
FIELD INSPECTION, REPORT REVIEW, AND OTHER ACTIVITIES NOT OTHERWISE SPECIFIED	-----	ACTUAL COST WITH DEPOSIT TO BE DETERMINED BY THE CITY ENGINEER.
FINAL PARCEL OR CONDO MAP CHECKING	\$1,539 + \$21 PER LOT OR DWELLING UNIT	-----
FINAL TRACT OR CONDO MAP CHECKING	\$1,475 + \$31 PER LOT OR DWELLING UNIT	-----
GEOTECHNICAL STUDIES/SOILS REPORTS	-----	ACTUAL COST OF REVIEW, PLUS 18%, WITH DEPOSIT TO BE DETERMINED BY CITY ENGINEER
GRADING PLAN CHECK AND INSPECTION FEES	<u>CUBIC YARDS</u>	<u>PLAN CHECK FEE</u> <u>INSPECTION (PERMIT) FEE</u>
	50- 500	\$ 250 \$ 250
	501- 600	275 280
	601- 700	290 315
	701- 800	320 355
	801- 900	355 390
	901- 1,000	385 425
	1,001- 2,000	420 460
	2,001- 3,000	455 500
	3,001- 4,000	485 535
	4,001- 5,000	520 570
	5,001- 6,000	550 605
	6,001- 7,000	585 645
	7,001- 8,000	620 680
	8,001- 9,000	650 715
	9,001-10,000	685 750
	10,001- 20,000	825 905
	20,001- 30,000	960 1,055
	30,001- 40,000	1,100 1,210
	40,001- 50,000	1,240 1,360
	50,001- 60,000	1,375 1,515
	60,001- 70,000	1,515 1,665
	70,001- 80,000	1,655 1,815
	80,001- 90,000	1,790 1,970
	90,001-100,000	1,930 2,120
	100,001-110,000	2,200 2,415
	110,001-120,000	2,280 2,505
	120,001-130,000	2,365 2,595
	130,001-140,000	2,445 2,685
	140,001-150,000	2,525 2,775
	150,001-160,000	2,610 2,865
	160,001-170,000	2,690 3,955
	170,001-180,000	2,775 3,045
	180,001-190,000	2,855 3,135
	190,001-200,000	2,935 3,225

Source: City of Murrieta, 1993

Fee Schedule
(5 of 8)

APPLICATION TYPE	SET FEE	ACTUAL COST DEPOSIT
GRADING PLAN CHECK AND INSPECTION FEES	CUBIC YARDS	PLAN CHECK FEE INSPECTION (PERMIT) FEE
	200,001-210,000	3,020 3,315
	210,001-220,000	3,100 3,405
	220,001-230,000	3,180 3,495
	230,001-240,000	3,265 3,585
	240,001-250,000	3,345 3,675
	250,001-260,000	3,430 3,765
	260,001-270,000	3,510 3,855
	270,001-280,000	3,590 3,945
	280,001-290,000	3,675 4,035
	290,001-300,000	3,755 4,125
	300,001-310,000	3,835 4,215
	310,001-320,000	3,920 4,315
	320,001-330,000	4,000 4,395
	330,001-340,000	4,085 4,485
	340,001-350,000	4,165 4,575
	350,001-360,000	4,245 4,665
	360,001-370,000	4,330 4,755
	370,001-380,000	4,410 4,845
	380,001-390,000	4,490 4,935
PLUS \$100 FOR EACH ADDITIONAL 10,000 C.Y. OR FRACTION THEREOF.		
OTHER FEES:		
1.	ADDITIONAL PLAN REVIEW REQUIRED BY CHANGES, ADDITIONS, OR REVISIONS TO APPROVED PLANS - \$65.00 PER HOUR *	
2.	INSPECTIONS OUTSIDE OF NORMAL BUSINESS HOURS - \$65.00 PER HOUR *	
3.	REINSPECTION FEES ASSESSED UNDER PROVISIONS OF SECTION 305(G) - \$65.00 PER HOUR *	
4.	INSPECTIONS FOR WHICH NO FEE IS SPECIFICALLY INDICATED - \$65.00 PER HOUR *	
* OR THE TOTAL HOURLY COST TO THE JURISDICTION, WHICHEVER IS THE GREATEST. THIS COST SHALL INCLUDE SUPERVISION, OVERHEAD, EQUIPMENT, HOURLY WAGES, AND FRINGE BENEFITS OF THE EMPLOYEES INVOLVED.		
INSPECTIONS - SUBDIVISION/DEVELOPMENTS	3% OF ENGINEERS' ESTIMATE	.....
INSPECTIONS - PARKING LOTS AND OTHER MISCELLANEOUS FACILITIES	3% OF ENGINEERS' ESTIMATE	.....
LOT LINE ADJUSTMENTS/PARCEL MERGERS	.....	\$800
PLAN CHECK OF REDESIGNED MAPS AND PLANS IN PROCESS	\$300/SHEET ADDITIONAL FEE	.....
PLAN CHECK OF REVISED APPROVED FINAL MAP	\$300/SHEET ADDITIONAL FEE	.....
PLAN CHECK OF PUBLIC IMPROVEMENT PLAN CHECK IN CONJUNCTION WITH TRACT AND PARCEL MAPS FOR WHICH THE CITY HAS PRIMARY RESPONSIBILITY	• UNDER \$250,000 - 2.5% OF ENGINEERS' ESTIMATE WITH A \$2,000 MINIMUM • \$250,000-\$500,000 - \$6,250 + 2.25% OF ENGINEERS' ESTIMATE OVER \$250,000 • OVER \$500,000 - \$11,875 + 2% OF ENGINEERS' ESTIMATE OVER \$500,000	.....
PLAN CHECK OF ALL OTHER PUBLIC IMPROVEMENTS NOT IN CONJUNCTION WITH A TRACT OR PARCEL MAP	\$500/SHEET	.....
PLAN CHECK OF REVISED APPROVED PUBLIC IMPROVEMENTS	\$300/SHEET	.....
RESEARCH		ACTUAL COST WITH DEPOSIT TO BE DETERMINED BY CITY ENGINEER.

Source: City of Murrieta, 1993

Fee Schedule

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<u>APPLICATION TYPE</u>	<u>SET FEE</u>	<u>ACTUAL COST/DEPOSIT</u>
TRANSPORTATION PERMITS; SINGLE-TRIP PERMIT; ANNUAL PERMIT	\$15.00 STATE MANDATED \$85.00 ALSO REQUIRED CERTIFICATE OF INSURANCE FOR \$1,000,000., EITHER AUTO LIABILITY OR COMMERCIAL GENERAL LIABILITY; PROOF OF WORKERS COMPENSATION; CITY NAMED AS ADDITIONAL INSURED.	-----
VACATIONS	-----	\$1,000
<u>LANDSCAPE PLAN CHECK AND INSPECTION</u>		
INSPECTION	INSPECTION MAY BE PROVIDED BY OWNER'S REPRESENTATIVE OR BY CITY AT OWNER'S OPTION. IF INSPECTION IS PERFORMED BY OWNER'S REPRESENTATIVE: • OWNER'S INSPECTOR WILL PROVIDE CITY A CERTIFICATE OF COMPLIANCE. • CITY WILL REVIEW CERTIFICATE OF COMPLIANCE AND CONDUCT A FINAL WALK THROUGH INSPECTION FOR \$200 FOR PROJECTS UNDER \$100,000 VALUATION AND FOR \$300 FOR LARGER PROJECTS. IF CITY PROVIDES INSPECTION - FEE IS 3% OF FIRST \$100,000 CONSTRUCTION COSTS AND 2% OVER \$100,000 COST.	----- ----- -----
PLAN CHECK	PORTIONS OF PLANS SHOWING AREAS TO BE MAINTAINED BY THE PROPERTY OWNER WILL BE CHECKED FOR \$275 PER SHEET NOT INCLUDING THE TITLE SHEET - MAXIMUM 3 PLAN CHECKS.	-----
<u>MISCELLANEOUS ENCROACHMENT PERMITS/INSPECTION FEES:</u>		
MINIMUM FEE PER PERMIT	\$75.00	-----
ACCESS - COMMERCIAL DEVELOPMENT	\$250.00	-----
ACCESS - PERSONAL HOMEOWNERS	\$75.00	-----
AERIAL UTILITIES	\$225 + \$0.25/LINEAR FOOT	-----
BUS STOP SHELTERS	\$25 EACH	-----
CATCH BASIN	\$75 EACH	-----
CHANNEL LINING	\$325 + \$0.20/LINEAR FOOT	-----
COMMERCIAL PHOTOGRAPHS/MOTION PICTURES	\$500 PER DAY	-----
CURB CORES - RESIDENTIAL	\$50 + \$10 EACH ADDITIONAL	-----
CURBS AND GUTTERS AND CROSS GUTTERS	\$50 + \$0.50/LINEAR FOOT	-----
DEVELOPMENT KIOSK (SIGN)	\$75 EACH	-----
DRAIN LINES - RESIDENTIAL	\$75 EACH	-----
DRAINAGE STRUCTURE	\$500	-----
DRIVEWAY - COMMERCIAL	\$100	-----

Source: City of Murrieta, 1993

Fee Schedule

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<u>APPLICATION TYPE</u>	<u>SET FEE</u>	<u>ACTUAL COST/DEPOSIT</u>
DRIVEWAY - RESIDENTIAL	\$75	
EROSION CONTROL INSPECTION FEE	4% OF ENGINEER'S ESTIMATE	
EXCAVATION/PARALLEL	\$0.25/LINEAR FOOT - \$125 MINIMUM	.....
EXCAVATION/STREET CROSSING	\$1/LINEAR FOOT - \$125 MINIMUM	.....
LANE CLOSURE	\$100 FOR FIRST WEEK + \$100 FOR EACH ADDITIONAL WEEK.	.....
MISC. CONSTRUCTION	.....	ACTUAL COST
PARKWAY CULVERTS	\$150 EACH	.....
PAVING	\$50 + \$0.25/SQUARE FOOT	.....
PERFORMANCE GUARANTEE	.....	AS ESTABLISHED BY CITY ENGINEER
ROAD CLOSURE FOR OTHER THAN PUBLIC EVENTS	\$350 FOR FIRST WEEK + \$100 FOR EACH ADDITIONAL WEEK.	.....
SIDEWALKS	\$50 + \$0.50/LINEAR FOOT	.....
STOCKPILING/STORAGE	\$75 + \$0.25/SF/WEEK.	.....
STORM DRAIN ENTRY DIAMETER:		
0" - 17"	\$225	.....
18" - 48"	\$325	
48" +	\$525	
TEMPORARY FENCING	\$350	.....
UNDERGROUND UTILITIES - TRENCHING	.....	.....
0 - 100 LINEAR FEET	\$ 80 + \$0.40/LINEAR FOOT	.....
101 - 1,000 LINEAR FEET	\$120 + \$0.35/LINEAR FOOT	.....
1,000 + LINEAR FEET	\$450 + \$0.25/LINEAR FOOT	.....

MAPS, DOCUMENTS & PHOTOCOPYING & OTHER FEES

COPYING	\$0.25 PER PAGE FOR EACH PAGE IN EXCESS OF SIX. NO CHARGE FOR SIX OR FEWER COPIES.	.....
DOCUMENT CHARGE FOR CITY DOCUMENTS, STUDIES, AND SIMILAR MATERIALS	.....	ACTUAL COST OF PROVIDING DOCUMENTS, PLUS CITY OVERHEAD.
GENERAL PLAN UPDATE	\$2.00 PER PERMIT AT THE TIME OF PERMIT ISSUANCE.	.....
PERMANENT RECORD RETENTION	\$1.00 PER SHEET OF APPROVED PLANS COLLECTED AT TIME OF PERMIT ISSUANCE OR APPROVAL.	.....
PERMIT ISSUANCE FEE	EACH INDIVIDUAL PERMIT \$15.00.	

Source: City of Murrieta, 1993

Fee Schedule

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Residential developments are required to provide development improvements that may be considered a constraint to housing. Through project approval conditioning, the City typically requires the dedication of right-of-way, frontage improvements, infrastructure improvements to serve the development, and on-site landscaping and amenities. The on-site requirements do pose costs for developers, but are very similar to those of the surrounding jurisdictions and the County of Riverside. The most constraining aspect of project improvement requirements are the ones that deal with infrastructure. Due to the lack of substantial development in the Plan Area, most new developments are required to provide extensive infrastructure, such a flood control, new water mains, and the provision of sewer.

Impact fees are a constraint to the affordability of housing in Murrieta. Since most of Murrieta was developed after Proposition 13, much of the infrastructure has been financed by Mello-Roos Districts and special assessment districts. Listed below are various impact fees that affect housing costs in Murrieta:

Table III-3

Impact Fees ¹	
Kangaroo Rat Mitigation Fee	Less than .5 ac parcel = du/ac x \$1,950 greater than .5ac=\$1,000 per unit
Fish and Game Fee	Negative Declaration \$1,250; EIR-\$850
Drainage Fee	\$677-\$4,139/acre
Signal Fee	\$175/unit
Road & Bridge Benefit District Fee ²	\$840/unit
Murrieta Fire District Fee	\$400/unit
School District Fee	\$2.65 per sq. ft.
Regional Statistical Area Fee (RSA Fee)	\$2,767/unit
Murrieta Community Services District (CSD) Landscaping, parks, trash, streetlights, etc.	Variable based on Formula Avg. \$270 per year
QUIMBY Fees	Negotiated, based on zone
Development Agreement Fee (all specific plans)	\$5,097/unit

¹ Fees are based on information provided by the Murrieta Planning Department in September, 1992. Fees may have been revised, deleted, or added since then.

² Differs between subareas.

Processing Time Frames The Murrieta City Planning Staff estimates that it takes an average of 10.5 weeks to process typical residential development applications. This is not considered a constraint to the development of housing.

Restrictions on Public Housing Federal housing assistance programs for lower income people have been available since the 1930's. However many localities in the SCAG region, including Riverside County, have not used all of the programs because of political opposition, lack of staff, or lack of knowledge of the problems or programs. Article 34 of the California State Constitution adds to the difficulties by requiring, under certain conditions, a local referendum to approve public ownership of housing units. Moreover, several programs are available only to jurisdictions that have passed housing referendums. Most notable among such programs are traditional public housing, State housing agency financing, and local housing authority bond financing.

Non-Governmental Constraints

Availability and Cost of Land According to local construction industry sources, residential land costs in 1992 in Murrieta were fairly typical of those found in South Riverside County. On a per acre basis, land with approved subdivision maps would range from \$75,000 per acre for low density land to \$140,000 per acre for high density land. Raw land, or land without entitlement, is typically 40 to 50 percent less expensive than entitled land, averaging \$40,000 per acre for low density designated land and up to \$75,000 per acre for high density designated land. Although these land prices may be seen as a constraint to affordability, these prices are significantly lower than prices in other Southern California regions such as Los Angeles, Orange, and San Diego Counties.

Construction Costs Construction industry sources indicate that construction costs within Murrieta are fairly typical for the Southwest Riverside County Area. Lot improvement costs can consist of grading, the installation of infrastructure, such as streets and sidewalks, driveways, landscaping and irrigation, fencing and screening walls, recreation areas for multi-family projects, etc. Listed below are construction cost estimates for various density ranges:

Table III-4

Construction Cost Estimates	0 to 5 du/ac	5 to 10 du/ac	10 to 20 du/ac
Development & Lot Improvement Costs	\$20,000 to \$22,000 per unit	\$18,000 to \$20,000 per unit	\$18,000 to \$20,000 per unit

Source: Local Construction Industry Sources, 9/92

The construction costs for single-family detached residential units was estimated at approximately \$32 to \$38 per square foot (\$32 per square foot for 2-story homes and \$38 per square foot for 1-story homes) in 1992. Upscale residential homes were estimated at

Recent problems in the savings and loan industry have affected home building financing.

approximately \$42 per square foot. Construction costs for multi-family residential units, such as condominiums and apartments, were estimated to range from \$28 to \$30 per square foot.

Financing According to local industry sources, financing for construction activity is available but can act as a constraint. Current interest rates for construction loans range from 1.5 points up front and 2 points above the prime interest rate, to 2 points up front and a rate that is 1.5 points above the prime rate. Lenders are requiring a 1:3 loan to value ratio, with collateral being three times the value of the loan. This high percentage requirement is a result of recent problems in the savings and loan industries, which has acted as a constraint for builders, not only in Murrieta but throughout California.

Home Purchase Costs Another constraint that effects the ability of a person, family, or household to purchase a home is the cost of the house itself and the costs that are associated with the purchase. As stated in the Housing Cost section, the median sales price of a home in 1992 was estimated at \$140,000. This price is low for the Southern California region, but often it exceeds what is considered affordable to the homebuyer, causing lenders to not qualify many potential homeowners. Other factors in home purchasing can also constrain a buyer's ability to qualify for a loan such as high escrow costs, mortgage processing, title acquisition, realtor fees, etc. Other factors such as homeowner associations, increased tax bills due to special assessment districts, and Mello-Roos districts also can affect a homebuyer's ability to qualify for a loan to purchase a home as well.

Goals, Objectives, and Policies

Goal H-1: Diversified Housing Stock

Develop a diversified housing stock in terms of housing type, density, price, and tenure that meets the future housing needs of all socioeconomic groups within Murrieta.

Objective H-1.1 Provide programs which will plan for anticipated residential growth, establish criteria for evaluating potential residential sites, and assist in providing affordable housing for all income groups.

Policies H-1.1a Plan for residential land uses which accommodate anticipated growth from new employment opportunities.

H-1.1b Maintain an active and ongoing inventory of vacant and underdeveloped land available for residential development.

H-1.1c Utilize the following criteria in identifying and evaluating potential sites for various types of residential development:

- Conveniently located with access to major roadways, public transportation, schools, park and recreational facilities, commercial uses and employment opportunities.
- Adequately served by public facilities, services, and utilities.
- Minimally impacted by seismic and flood hazards; where such hazards cannot be avoided, incorporate adequate mitigation measures into the design of the proposed development.
- Minimally impacted by noise and blighted conditions.
- Compatible with surrounding existing and planned uses.
- Adequately served by schools to accommodate students generated by development

H-1.1d Encourage the development of affordable housing which is oriented towards meeting the existing, future and special housing needs of Murrieta, such as that for lower income households, senior citizens, large families, handicapped persons, etc.

H-1.1e Offer incentives to parties interested in developing housing that will assist the city in housing the special needs population.

H-1.1f Affordable housing developments which serve low income or other special needs groups shall incorporate the following criteria:

- Disperse high-density affordable housing developments throughout the community on lots generally ranging from 5 to 15 acres, limiting high density clusters to 150-unit segments.
- Projects that include affordable housing shall disperse the affordable units throughout the project with the market rate units. The exterior of the affordable units shall be indistinguishable from the market rate units.
- Provision of amenities such as recreational facilities and enriched landscaping.
- Design to provide a safe living environment and minimize potential maintenance problems.

H-1.1g Pursue all funding available from private sources, and County, State, and Federal Governments to assist in the development of affordable housing.

H-1.1h Allow for the provision of transitional housing and emergency shelters throughout the city as required by State law.

H-1.1i Pursue the establishment of a Redevelopment Agency which will be a valuable resource in establishing needed low income housing through the 20 percent set-aside funds.

H-1.1j In order to reduce construction costs some residential development should be allowed to use non-standard construction techniques.

H-1.1k The City will strive to meet its regional fair share of affordable housing, as determined by the Southern California Association of Governments (SCAG).

H-1.1l The City shall plan and coordinate housing development in the Sphere of Influence area, with the intent of annexing the Sphere area to assist in meeting regional housing goals and promoting orderly growth.

Goal H-2: Preserve and Maintain Existing Affordable Housing.

Preserve, maintain, and improve the existing housing stock with special attention to existing affordable housing.

Objective H-2.1 Provide programs for the maintenance and rehabilitation of the existing housing stock.

- Policies**
- H-2.1a Encourage the maintenance and repair of existing owner-occupied and rental housing to prevent deterioration of the housing in Murrieta.
 - H-2.1b Encourage the rehabilitation of substandard and deteriorating housing where feasible.
 - H-2.1c Where possible take action to promote the replacement of those substandard units which cannot be rehabilitated.
 - H-2.1d Provide and maintain an adequate level of community facilities and municipal services throughout the city.
 - H-2.1e Use Code Enforcement Staff and procedures to ensure the maintenance and appearance of lots and buildings.
 - H-2.1f Encourage retention of existing rental units affordable to low and moderate income households.
 - H-2.1g Encourage new and renovated housing developments to use technological advancements that conserve natural resources such as water and energy.

Goal H-3: Remove Governmental Constraints

Remove or minimize governmental constraints on the development, preservation, or improvement of the housing stock.

Objective H-3.1 Periodically review the General Plan, Development Code, and other City rules and regulations to eliminate constraints to affordable housing opportunities.

- Policies**
- H-3.1a Continuously review all applicable ordinances and standards impacting residential development and remove or reduce requirements determined extraneous and that do not serve to encourage quality residential development.

- H-3.1b Review existing densities as specified by the Land Use Element on a regular basis to determine if these density ranges are constraining the City's ability to achieve the future housing goals of the City for all socioeconomic segments of the population.
- H-3.1c Periodically review General Plan land use designations and zoning classifications for vacant or underdeveloped land on a regular basis to determine if reclassification to a residential use or redesignation to a higher density is necessary to assist in meeting future housing demands for all socioeconomic segments of the population.
- H-3.1d Periodically review fees and exactions collected from residential development on a regular basis to determine if such fees act as a constraint to the development of affordable housing and correct fee amounts accordingly.
- H-3.1e The City shall consider waiver of specified fees in residential developments that propose housing units that will be affordable to lower income households.

Goal H-4: Provide Housing Opportunities to Everyone

Housing opportunities for all households regardless of race, color, religion, sex, family size, marital status, national origin, ancestry, age, or disability.

Objective H-4.1 Develop programs that secure equal and fair housing opportunities for all persons including those individuals with special needs.

Policies

- H-4.1a Promote fair housing practices throughout the city.
- H-4.1b Promote housing which meets the special needs of handicapped and elderly persons.
- H-4.1c Encourage residential developments, both owner- and renter-occupied to include a broad mix of unit sizes to meet the housing needs of both large and small household sizes.
- H-4.1d Encourage the provision of sufficient rental units for families with children that may not be able to acquire a home through ownership.

Quantified Housing Objectives

As required by State housing law, local jurisdictions are required to quantify objectives for new construction, rehabilitation and preservation of the housing stock for very low, low, moderate, and upper income housing units. Table III-5 is a summary of the programs and quantified objectives for Murrieta.

The Housing Program

The Housing Program consists of the actions the City may utilize over the 1993-1996 planning period to achieve the goals and implement the policies identified in the previous section. Also included are quantified objectives for new housing construction, preservation, and conservation. This Program, as required by State law, will accomplish the provision of adequate sites, provide assistance in the development of affordable housing, minimize or remove governmental constraints upon the development of housing, conserve and improve the existing housing stock, and promote the improvement of housing opportunities and accessibility throughout the City.

Because Murrieta is a new City, and the overall poor condition of the economic climate of southern California is not conducive to development, some of the identified programs may not be implemented within this planning period. Implementation, in many cases, is determined by funding availability. Timing for implementation is identified as a goal. Finally, the City may determine that a more appropriate City department, other than the one identified in this element, will implement particular programs.

Level of Achievement Murrieta has a great amount of vacant land that provides opportunities for residential development. Achieving successful implementation of the programs identified below is contingent upon the performance of the regional and local economy, the availability of funding, and the amount of land available for development. There is potential to achieve 100 percent of the objectives if all three factors are maintained.

Table III-5

City of Murrieta Quantified Objectives 1993-1996				
Program	Income Level			
	Very Low	Low	Moderate	Upper
New Units				
Market Generated Units	83	7	161	651
Density Bonus Units	25	25	-	-
Second Unit Ordinance	10	-	-	-
Manufactured Housing Units	-	-	20	-
Mortgage Revenue Bonds	-	50	50	-
Redevelopment Assisted Units	50	50	-	-
Land Improvement Subsidies	-	25	25	-
Transitional Housing Subsidies	4 households	-	-	-
Section 202 Elderly or	25	25	-	-
Home Loan Fund		50	-	-
Fee Reduction/Waiver	-	25	-	-
TOTAL UNITS	193	207	256	651
Rehabilitation				
Code Enforcement	Insure code compliance for all 10,474 existing units			
Ownership Rehabilitation	-	4	4	-
Senior Home Repair	-	20	-	-
Rental Unit Rehabilitation	25	-	-	-
TOTAL UNITS	25	24	4	-
Conservation				
At-Risk Units	0	0	0	0
Condominium Conversion	all	all	all	all
Mobile Home Conversion	all	all	all	all
Water/Energy Conservation	Promote techniques in all new and remodeled units			
Improvement of Housing				
Fair Housing Council	Serve all households within Murrieta			
Handicapped Rehabilitation	-	4	-	-
HOME -1st time buyer	5	5	-	-
Mortgage Credit Certificate	-	10	20	-
Section 8 Rental Assistance	10	-	-	-
Housing Grant	20	-	-	-
Housing Directory	all	all	all	all

A. Identification of Adequate Sites for Housing

The identification of adequate sites for future housing is a key element to a successful housing program in that it encourages the development of housing necessary to meet Murrieta, regional, and State future housing goals.

A1. Land Use Element and Zoning Ordinance

Action: Establish and monitor a Land Use Element and Zoning Ordinance that ensures adequate sites with appropriate development standards and public facilities and services are available for the development of a variety of housing types, sizes, and prices to meet the future housing needs of Murrieta. The land use designations within the Land Use Element of the General Plan, combined with the standards of the Zoning and Subdivision Ordinances, affect the availability of housing for households of all socioeconomic levels.

Objective: The objective of the City is to ensure that land use designations and zoning development standards enable the City to achieve the future housing needs of all socioeconomic groups within Murrieta, as determined by SCAG. Based upon the Vacant and Underdeveloped Land Analysis, there is a build-out potential to create an additional 33,514 units within the city and sphere of influence. Much of the future growth is expected to occur within approved or proposed specific plan areas.

City Dept: Planning; Engineering

Financing: General Fund

Timing: General Plan Land Use designations concurrent with the adoption of the Housing Element. Zoning Ordinance within one year of adoption of General Plan.

A2. Vacant and Underdeveloped Land Survey

Action: Prepare and maintain a comprehensive land use survey identifying parcels and/or structures suitable for residential development and use for all income categories.

Objective: Assess the potential for residential development and create the basis for a comprehensive land data base and the identification of housing for all income categories.

City Dept: Planning

Financing: General Fund

Timing: Complete by the end of the first year of the program. Annual review of land use survey.

A3. Residential Redesignation/Rezoning

Action: Support new construction of affordable housing by redesignating or rezoning, where appropriate and desirable based on city policy, existing vacant or underdeveloped residential land to permit higher density residential development.

Objective: To create an appropriate supply of high density land which can be utilized to establish affordable housing.

City Dept: Planning

Financing: General Fund

Timing: Annual review, in coordination with the vacant and underdeveloped land survey.

A4. Commercial/Industrial Redesignation/Rezoning

Action: Systematically review existing vacant commercial and industrial parcels for possible redesignation/rezoning to residential use, where consistent with General Plan goals and objectives and where compatible with surrounding uses.

Objective: Redesignate and/or rezone vacant Commercial/Industrial/Civic designated sites and underdeveloped parcels identified by the Vacant and Underdeveloped Land Survey to assist, when necessary, in obtaining the City's future housing need.

City Dept: Planning

Financing: General Fund

Timing: Annual review, in coordination with the vacant and underdeveloped land survey.

A5. Transitional Housing/Emergency Shelter Assistance

Action: Define the scope of the population in need of transitional and emergency shelter. Establish zoning criteria for the identification of sites for the construction of transitional housing and emergency shelters.

Objective: Encourage the provision of emergency and transitional housing. Transitional housing provides housing assistance to families and/or individuals that, for various reasons, have lost the ability to house themselves. Emergency shelters provide temporary housing for people in need during emergency situations such as cold weather, storms, or natural disasters.

City Dept: Planning

Financing: General Fund

Timing: Establish criteria in first year, site identification in second year.

B. Assistance to the Development of Housing for Very Low, Low, and Moderate Income Households

The provision of adequate housing to meet the needs of all economic segments of the community is an important issue for the City of Murrieta. As previously discussed in the "Housing Constraints" section, there are obstacles to the production of affordable housing to low and moderate income households. Since decent housing for all members of the community is important to the community as a whole, it is appropriate to utilize public powers to address this need where the private sector is unable to do so.

B1. Density Bonus

Action: Pursuant to State Law, establish, administer, and market a density bonus program which allows developers the opportunity to exceed the maximum density established for each land use designation when a specified percentage of the units are reserved for lower income and/or senior households.

Objective: Create an additional 50 units (25 units very low, 25 units low)

City Dept.: Planning

Financing: General Fund

Timing: Establish program in first year; construct 50 units over the planning period

B2. Second Unit Development

Action: Continue to administer and market a Second Unit Ordinance as specified by Government Code Section 65852.2. The City currently provides for second unit developments. To develop a second unit, the builder must ensure that adequate land area, facilities, and parking are available. Second Units can be an effective way of encouraging development of additional affordable housing units to serve the needs of the elderly population. The City will develop a public information flier that identifies the housing element programs. The flier will identify second unit developments and the appropriate City department to get additional information and application filing requirements.

Objective: Construct 10 units (very low income) over the planning period

City Dept.: Planning

Financing: General Fund

Timing: Ongoing

B3. Manufactured Housing

Action: Encourage the provision of affordable housing by allowing manufactured housing (including mobile homes) in single-family residential zones subject to certain conditions consistent with State law.

Objective: construct 20 units (moderate income) over the planning period

City Dept: Planning

Financing: General Fund

Timing: Ongoing

B4. Mortgage Revenue Bonds

Action: Allow, where appropriate, mortgage-revenue bond funds to finance the construction of housing for low and moderate income housing. Multi-family projects require that 20 percent of the units be set-aside for low and moderate income units. Single family projects receiving revenue bond financing utilize benefits to reduce costs for first time home buyers within the moderate income category. The City will coordinate efforts between private funding sources and interested program participants.

Objective: To construct 100 affordable housing units (50 low income, 50 moderate income)

City Dept: Planning; Redevelopment Agency

Financing: Bond sales

Timing: Ongoing

B5. Redevelopment Agency-Land Acquisition Assistance Program

Action: Utilize the powers of the Redevelopment Agency to acquire and make land available at a reasonable cost to developers who are willing and able to build affordable housing including senior, handicapped, and other qualifying households.

Objective: Make available land for the construction of 50 very low and 50 low income housing units that could not otherwise be built in the market.

City Dept: Redevelopment Agency

Financing: Redevelopment 20 percent set-aside funds; CDBG funds

Timing: Identify potential sites within two years; fund when money becomes available



B6. Land Improvement Subsidies

Action: Subsidize the cost of land and off-site improvements for the provision of affordable housing for lower and moderate income households.

Objective: To assist in the development of 25 lower and 25 moderate income housing

City Dept: Planning; Redevelopment Agency

Financing: CDBG funds; Redevelopment 20 percent set-aside funds

Timing: Ongoing

B7. Transitional Housing Construction Subsidies

Action: Where appropriate, utilize the powers of the Redevelopment Agency to subsidize the cost of land and off-site improvements for developers willing to build transitional housing.

Objective: Reduce cost barriers to those willing to build transitional housing for individuals in need of assistance. Encourage the development of 4 households.

City Dept: Redevelopment Agency

Financing: CDBG funds; Redevelopment 20 percent set-aside funds

Timing: Ongoing

B8. Section 202 Elderly or Handicapped Housing

Action: Make direct loans to eligible private non-profit developers to finance the development of rental or cooperative housing facilities for occupancy by elderly or handicapped persons.

Objective: Provide for the construction of 50 units within the planning period

City Dept: Planning; Federal Department of Housing and Urban Development (HUD)

Financing: Section 202 funds.

Timing: Ongoing

B9. Housing Loan Fund

Action: Encourage the development of low income housing by promoting the use of the Riverside County Housing Loan fund which issues loans up to \$500,000 for the development of low income housing units.

Objective: Develop 50 low income housing units within the planning period

City Dept: Planning; Riverside County Economic Development Agency
Financing: Fund reserves; loan paybacks
Timing: Begin coordination with the County of Riverside in first year

C. Removal of Governmental Constraints

When constraints to the maintenance, improvement, and development of housing are presented due to local government, actions should be taken to remove unnecessary or unwarranted regulations to encourage the development of affordable residential uses. It is important that constraints imposed by the City to maintain the general health, safety, and welfare of the residents, be appropriately implemented to protect the public.

C1. Development Guidelines

Action: Maintain development guidelines which specify the procedures, materials, time frames, and costs associated with various zoning and subdivision applications.

Objective: Assist in the attainment of the programs included within this Housing Element.

City Dept: Planning; Public Works Department
Financing: General Fund
Timing: Ongoing

C2. Review of General Plan and Zoning

Action: At least every three years, systematically review existing General Plan land use designations and zoning classifications pertaining to presently vacant or underdeveloped properties.

Objective: Assist in the rezoning of properties to appropriate classifications to ensure a balanced housing mix that addresses the future housing needs of the community as the needs change over time.

City Dept: Planning
Financing: General Fund
Timing: Ongoing

C3. Review of Development Requirements

Action: Systematically review residential development requirements pertaining to density, land coverage, setbacks, parking, landscaping, minimum floor areas, and other development related requirements.

Objective: Where appropriate, desirable, and consistent with the goals, objectives, and policies of the General Plan, modify development requirements for projects that provide at least 20 percent of the units to lower income households. In no case shall the City modify a development requirement that may jeopardize the health, safety, and welfare of the community.

City Dept: Planning; Public Works

Financing: General Fund

Timing: Annual review of policies, requirements, and development standards in conjunction with the vacant and underdeveloped land survey

C4. Waiver of Fees

Action: Encourage the development of affordable housing units (low- and very low-income) by permitting waivers, or reductions of selected City zoning and development processing fees, for new affordable residential housing developments that incorporate 25 percent, or more, affordable units within the development.

Objective: Encourage the development of 25 low- or very low-income housing units by waiving selected fees.

City Dept: Planning; Public Works

Financing: General Fund

Timing: Ongoing

D. Conservation and Improvement of the Existing Affordable Housing Stock

The State of California has made housing preservation and conservation a high priority, especially for low and moderate income households. The majority of the existing housing stock in Murrieta is less than 10 years old and appears to be in sound condition. However, a survey conducted of the older area of the city identified 8 units in need of structural repair and 42 units in need of cosmetic repair. Maintenance of an adequate supply of rental housing is a "must" if the housing stock is to provide for the variety of housing choices cited in State law. The issue of mobile home park conversions is important in Murrieta, and a mobile home park conversion ordinance should be adopted to address this concern. The City will also strive to conserve natural resources in the development and rehabilitation of all housing units.

D1. Housing Rehabilitation Program

Action: Make available Community Development Block Grant funds for rehabilitation loans to qualified single-family homeowners. Program loan amount limit is \$25,000.

Objective: Rehabilitate 2 substandard units per year.

City Dept: Redevelopment Agency
Financing: CDBG funds; Redevelopment 20 percent set-aside funds; Rehabilitation funds
Timing: Ongoing coordination with HCD and the Redevelopment Agency

D2. Rental Housing Rehabilitation Program

Action: Establish a rental housing rehabilitation program to qualified rental projects. Promote Section 8 rental rehabilitation programs.

Objective: Rehabilitate 5 substandard units per year.

City Dept: Riverside County Housing Authority, Redevelopment Agency
Financing: State HCD Rental Rehabilitation Program; Redevelopment 20 percent set-aside funds; HUD Section 8 funds; Rehabilitation funds
Timing: Ongoing coordination with HCD, County of Riverside, and the Redevelopment Agency

D3. Senior Home Repair Program

Action: Provide qualified low income seniors with loans to assist in providing minor home repairs.

Objective: Assist 25 low income seniors in maintaining the quality of their house or unit.

City Dept: Planning; Redevelopment Agency; Riverside County Housing Authority
Financing: CDBG funds; Redevelopment 20 percent set-aside funds; Rehabilitation funds
Timing: Ongoing

D4. Rehabilitation Funds

Action: Create, where possible, a City-administered rehabilitation fund that utilizes grant money.

Objective: Promote City control of rehabilitation funds and self-sufficiency of the program.

City Dept: Finance
Financing: Redevelopment 20 percent set-aside funds to establish fund; State HCD Rental Rehabilitation Program
Timing: Establish fund in 1994

D5. Building Code Enforcement

Action: Enforce and expand, where necessary, the property maintenance provisions embodied in the Uniform Building Code and Land Use Ordinance.

Objective: Conserve and improve the quality of the estimated 10,474 housing units in the City.

City Dept: Building

Financing: General Fund

Timing: Ongoing

D6. Condominium Conversion

Action: Establish and enforce a City-wide condominium/stock cooperative conversion ordinance.

Objective: The conversion ordinance will be established to ensure adequate rental unit availability. The ultimate goal would be to maintain the rental status of 100 percent of the existing apartment units in the City. This may not be practical, however, due to market forces. Standards will be established within the ordinance that determine vacancy rate levels and other requirements to provide for condominium conversions.

City Dept: Planning

Financing: General Fund

Timing: Establish ordinance within three years

D7. Mobile Home Park Conversion Ordinance

Action: Establish and enforce a mobile home park conversion ordinance which requires a Relocation Impact Report (RIR) that must assess the effects of a proposed conversion on the tenants and establishes a program of relocation benefits tailored to the particular needs of each tenant.

Objective: Conserve, where possible, the existing mobile home units in the City, and provide mitigation to any loss of affordable housing due to conversions.

City Dept: Planning

Financing: General Fund

Timing: Establish ordinance within three years

D8. Preservation of "at risk" affordable housing units

Action: Assist in the permanent preservation of all units "at risk" of converting from affordable housing to market rate. Although no units are currently at risk of converting to market rate within the next ten years, the city should strive to identify these units and plan to preserve them in the future.

Objective: To preserve units affordable to low and very low income households which are "at risk" of converting to market rate.

City Dept: Planning

Financing: None needed at this time

Timing: Ongoing

E. Improvement of Housing Opportunities and Accessibility

The housing in Murrieta is of good quality and provides opportunities to various socioeconomic groups. However, the housing stock can be improved by increasing the affordability of housing, enlarging rental opportunities, especially for large households and families with children, improving accessibility of housing with regards to architectural barriers for the elderly and disabled populations, establishing and assisting emergency and transitional housing shelters to provide assistance and guidance for the homeless, preventing discrimination with regard to housing access based upon race, color, creed, religion, sex, age, presence of children, household type employment, and socioeconomic level, and by increasing the citizens' knowledge of housing assistance and opportunities that are available to them in Murrieta.

E1. Fair Housing Council

Action: Contract with the Riverside County Fair Housing Council to mediate fair housing issues involving Murrieta residents.

Objective: Provide counseling and advisory services to all City residents in need. Information regarding fair housing issues and the availability of assistance will be provided by the City.

City Dept: Planning; Riverside Fair Housing Council

Financing: Community Development Block Grant funds (CDBG); General Fund

Timing: Coordinate with the Fair Housing Council so that the program is available within one year

E2. Rehabilitation for Handicapped Access

Action: Make rehabilitation loans available to qualified households for modifications to existing dwellings to facilitate access by handicapped persons.

Objective: Assist 1 handicapped household per year (complements and augments Housing Rehabilitation Program).

City Dept: Planning
Financing: CDBG funds
Timing: Ongoing

E3. First Time Homebuyer Assistance Program

Action: Promote the HOME - First Time Homebuyer Program. This program increases opportunities for home ownership for very low and low income families through down payment assistance.

Objective: Assist very low and low income rental households in purchasing homes (5 very low income, 5 low income).

City Dept: Planning
Financing: HOME Investment Partnership Program Funds
Timing: Ongoing

E4. Mortgage Credit Certificate Program

Action: Promote the Mortgage Credit Certificate Program which provides first time homebuyers with a tax credit based upon the percentage of the interest paid on their mortgage. This credit, in effect, increases the effective income of the buyer and makes it easier for them to qualify for a loan.

Objective: Assist 30 low and moderate income households in acquiring mortgage credit certificates to assist them in the purchase of a home.

City Dept: Riverside County Economic Development Agency
Financing: Federal Mortgage Revenue Bond Allocations
Timing: Ongoing

E5. Section 8 Housing Assistance Program

Action: Support the Riverside County Housing Authority in promoting the Section 8 Housing Assistance Program which provides rent subsidies to very low income households and landlords wishing to participate in the program.

Objective: To provide assistance to the low income households within Murrieta that presently pay more than 30 percent of their income for housing (it is estimated that the county would only be able to assist 10 households within the five year period).



City Dept: Riverside County Housing Authority
Financing: HUD
Timing: Ongoing

E6. Housing Grant

Action: Provide financial assistance to the "Community Pantry" or other similar organizations, as funds are available, to be used to develop housing and provide services for those individuals in need of transitional and emergency housing assistance.

Objective: Provide shelter and assistance to all individuals in need of emergency shelter and/or transitional housing assistance.

City Dept: Administration/Redevelopment Agency
Financing: CDBG Funds; Low and Moderate Housing funds
Timing: Ongoing

E7. Housing Directory

Action: Create a comprehensive synopsis of various housing-related programs available to Murrieta residents.

Objective: Increase knowledge and awareness as to the use of housing programs that are available to City residents.

City Dept: Planning
Financing: CDBG funds; General Fund
Timing: Complete in the first year of the program life.

Public Input

Public input into the preparation of this Housing Element was established through the actions of a General Plan Advisory Committee (GPAC), made up of City Council-appointed members of the public. Public input was submitted at several of the GPAC meetings. Additional public input was achieved at a number of community-wide workshops. The public review draft General Plan was submitted to the State HCD, County of Riverside, and available at local public facilities, including City Hall. Public notice regarding the element was also accomplished through the State HCD noticing procedures. State HCD copied the California Housing Council, Western Center on Law & Poverty, SCAG, and the California Coalition for Rural Housing. All public hearings and GPAC meetings were properly noticed according to State Law. The comments received from the public, Housing and Community Development, and other agencies regarding the adequacy of the Housing Element were considered prior to formal adoption by the Murrieta City Council.

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CIRCULATION ELEMENT

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IV. CIRCULATION ELEMENT

Introduction

The City of Murrieta Circulation Plan has been developed in response to issues raised and objectives established by City staff, the General Plan Advisory Committee, and public input. The Circulation Plan is intended to provide a balanced circulation system that will provide adequate capacity to support the travel demands of the land uses identified in the Land Use Plan, while at the same time maintaining an acceptable quality of life for the residents of Murrieta.

Purpose and Authority

The Circulation Element is included in the Murrieta General Plan in conformance with Government Code Section 65302(b). The Circulation Plan is intended to be responsive to the objectives of the City in planning for its future growth while at the same time mitigating existing problems or concerns. The Circulation Element states general policy that serves to guide the development of future, more detailed circulation system implementation programs.

The circulation system is one of the most important of all infrastructure systems in the Plan Area. A well planned circulation system is an important ingredient to the establishment and maintenance of a healthy local economy, and a safe and livable community. Local economic activities require the circulation of materials, products, and employees from within the Plan Area as well as from the surrounding region. Because economic viability of land uses is dependent upon a certain level of accessibility, circulation systems influence the type, distribution, and rate of development.

The circulation system impacts the safety and livability of the community because automotive activities have potential to conflict with human activities. Proper planning of the system can satisfy social and urban design objectives. Murrieta can enhance the urban design of the Plan Area by encouraging adequate right-of-way widths to provide street trees and median landscape. The physical aspects of the circulation system, including the roadways, can be used to

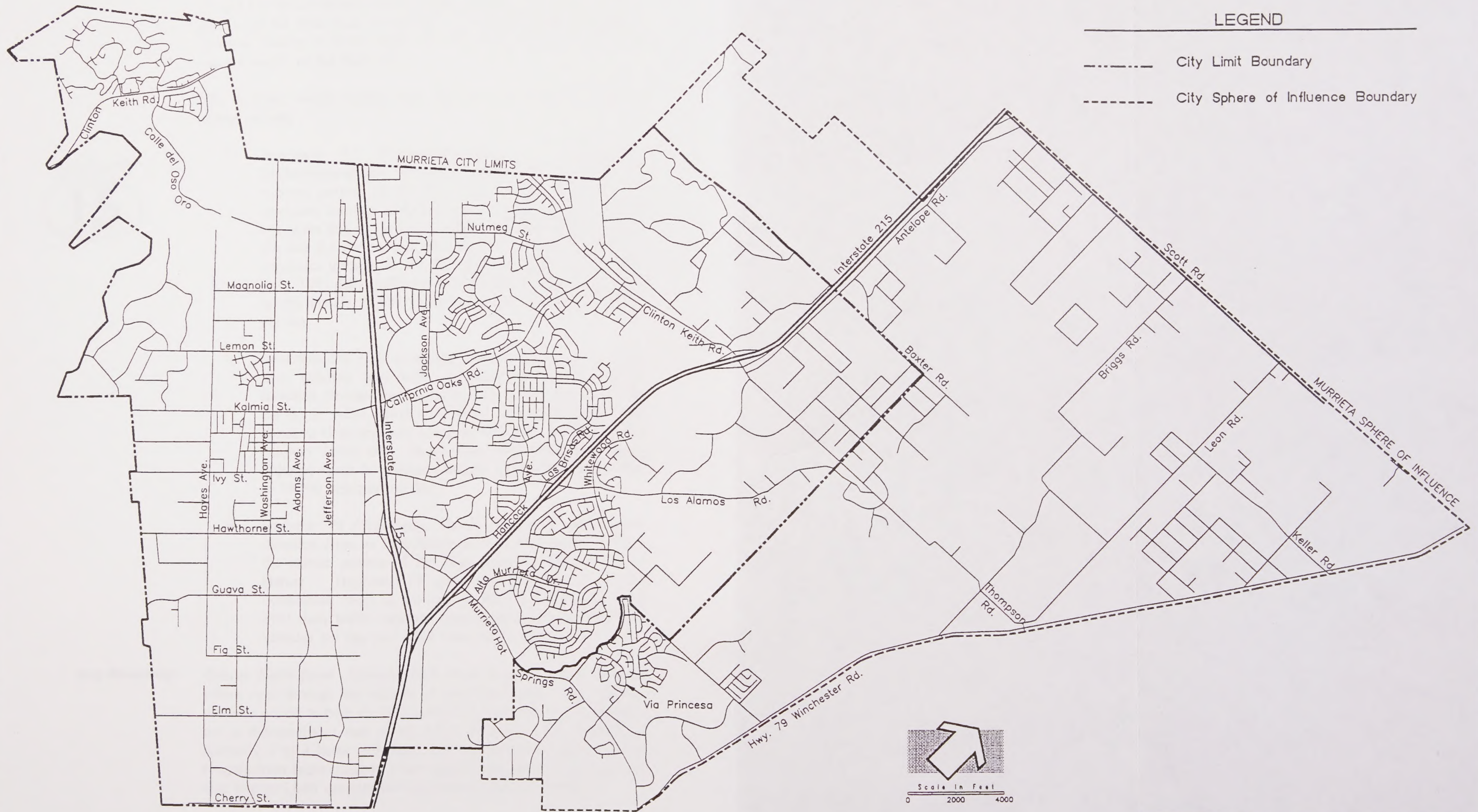
strengthen the character (urban or rural) of an area and foster communications among planning areas. Also, they can be planned to establish or reinforce the boundaries of areas and to give a sense of orientation while traveling. Four different types of systems compose the entire circulation system, as follows:

- Air System** The air system is comprised of general aviation from French Valley Airport, commercial flights from Ontario International Airport, and military operations from March Air Force Base. French Valley Airport is located adjacent to the easterly boundary of the City's Sphere of Influence.
- Road System** The road system provides for nearly all passenger trips through and within the Plan Area. While the primary road user is the automobile, bicycles, pedestrians, and buses also use the road system. The Plan Area (Figure IV-1) is served by a hierarchy of roads.
- Public Transit System** Public transit has not yet played a significant role in Murrieta's circulation system. The traveling public prefers the flexibility and convenience of the automobile. Murrieta, however, should plan for the future, when ridership attitudes may change because of such things as increased energy prices and increased street congestion.
- Trail System** The trail system is made up of bicycling, hiking, and equestrian trail corridors. These corridors provide recreational and other travel opportunities. Bicycle trails and lane corridors provide access to parks, shopping centers, employment areas, and public facilities, and are located both off-street (Class I) and on-street (Class II and III). The hiking and equestrian corridors provide recreational opportunities through major conservation and open space areas (see Conservation and Open Space Element).

Summary of Existing Conditions

Existing Facilities

The existing circulation system is dominated by a partially developed road network within developing areas. Travel by automobile accounts for nearly all of the short- and long-range ground passenger trips. Most existing developments in Murrieta are primarily based upon the use of the automobile to satisfy travel requirements and provide limited or no major alternatives to the automobile in the design of their circulation system.



LEGEND

- City Limit Boundary
- . - . - . City Sphere of Influence Boundary

General Plan Area

FIGURE IV - 1

Regional Access

Regional access to the Plan Area is provided primarily by Interstates 15 and 215 which traverse generally through the western and central portion of the Plan Area, respectively. Another important regional roadway facility is State Route 79 (Winchester Road) along the eastern border of the Plan Area.

The corridors which traverse the Plan Area and provide regional access include:



- Interstate 15 (I-15) traverses in a generally northwest/southeast direction, diagonally through the western portion of the Plan Area. To the north, I-15 continues through Riverside and San Bernardino Counties and is the link to the I-10 Freeway and State Routes 91 and 60, and the greater Los Angeles area. To the south, I-15 continues through to the San Diego region. In the Plan Area, 1991 daily traffic volumes for this freeway range from approximately 54,000 vehicles per day to 86,000 vehicles per day.
- Interstate 215 (I-215) begins in the southern area of the City, splitting from I-15, and traverses in a north/south direction through the central portion of the Plan Area. To the north, I-215 continues through Riverside County and connects at its northerly terminus with State Route 60 in the Moreno Valley area. In the Plan Area, 1991 daily traffic volumes range from approximately 36,000 vehicles per day to 39,000 vehicles per day.
- Highway 79 (Winchester Road) runs in a northeasterly direction from its interchange at the I-15 Freeway through the eastern portion of the Plan Area, toward the City of Hemet. Highway 79 generally provides a parallel north/south route to the east of the I-215 Freeway. The 1991 daily traffic volumes range from approximately 9,900 vehicles per day to 11,400 vehicles per day.

Key Roadways

Clinton Keith Road Clinton Keith Road is an east/west roadway which runs through the middle of the Plan Area. The roadway provides access to both the I-15 and I-215 Freeways at interchanges, but is discontinuous east of the I-215 Freeway. The roadway is currently 2 to 4 lanes undivided and carried 1991 traffic volumes ranging from approximately 2,300 vehicles per day west of Calle Del Oso Oro to 5,600 vehicles per day west of the I-215 Freeway.

Scott Road Scott Road is an east/west road along the northern border of the Plan Area which runs westerly from Winchester Road and provides access to the I-215 Freeway. West of the I-215 Freeway, Scott Road transitions to Bundy Canyon Road which provides interchange access to the I-15 Freeway. The existing roadway cross-section is 2 lanes undivided and exists as a dirt roadway in the vicinity of Winchester Road. The 1991 traffic volumes range from approximately 1,000 vehicles per day west of Winchester Road to 4,300 vehicles per day east of the I-215 Freeway.

Washington Avenue This northwest/south roadway runs parallel to the I-15 Freeway through the City of Murrieta and becomes Palomar Street to the north. The existing roadway is 2 lanes undivided in the Plan Area. The 1991 traffic volumes range from approximately 400 vehicles per day at the south end to 5,600 vehicles per day north of Kalmia Street.

Key roadways must be maintained and improved to ensure safe travel in Murrieta.

California Oaks Road This north/south roadway runs southerly from Clinton Keith Road to the I-15 Freeway where it provides freeway access at an interchange. The existing roadway cross-section is 4 lanes divided north of the I-15 Freeway and 2 lanes undivided south of the I-15 Freeway where it becomes known as Kalmia Street. The 1991 traffic volumes range from approximately 3,800 vehicles per day immediately south of Clinton Keith Road intersection to 17,400 vehicles per day at the I-15 Freeway interchange.

Los Alamos Road Los Alamos Road runs diagonally northeast across the Plan Area providing freeway access to the I-215 Freeway at an interchange. West of the I-15 Freeway, this 2 lane undivided roadway becomes known as Ivy Street. The 1991 traffic volumes range from approximately 1,200 vehicles per day north of Whitewood Road to 17,900 vehicles per day south of the I-215 Freeway. West of the I-15 Freeway, volumes decline to approximately 5,200 vehicles per day.

Murrieta Hot Springs Road This east/west roadway crosses both Interstate freeways just north of the freeway confluence, and provides access to both freeways with interchanges. West of the I-15 Freeway, at Jefferson Avenue, the roadway becomes known as Hawthorne Street. Murrieta Hot Springs Road connects to Route 79. The roadway currently exists as 2 lanes undivided along most of its length. The 1991 traffic volumes range from approximately 6,400 vehicles per day west of the I-15 Freeway to 10,900 vehicles per day between the I-15 and I-215 Freeways. East of I-215, the roadway volumes range from 10,000 vehicles per day at the Route 79 connection to 20,000 vehicles per day at the freeway interchange.

Jefferson Avenue This northwest/south roadway runs parallel to the I-15 Freeway. The existing roadway is 2 lanes undivided and 1991 traffic volumes range from approximately 1,000 vehicles per day at the north end to 12,000 vehicles per day at the south end.

Nutmeg Street This east/west roadway runs westerly from Clinton Keith Road to the I-15 Freeway. The existing roadway cross-section is 2 lanes undivided. The 1991 traffic volumes range from approximately 1,200 vehicles per day west of Clinton Keith Road to 3,000 vehicles per day east of Jackson Avenue.

Jackson Avenue This northwest/south roadway runs parallel to the I-15 Freeway. The existing roadway is 4 lanes divided north of California Oaks Road to 2 lanes undivided in the vicinity of Nutmeg Street. The 1991 traffic volumes range from approximately 2,600 vehicles per day south of Nutmeg Street to 4,500 vehicles per day north of California Oaks Road.

Antelope Road This north/south frontage roadway runs parallel to the I-215 Freeway. It is 2 lanes undivided north of Clinton Keith Road. The 1991 traffic volumes were approximately 700 vehicles per day at the Clinton Keith Road connection.

Land Use/Circulation Planning Process

During the General Plan process, review of all planning issues affecting the City was conducted by City staff and the General Plan Advisory Committee (GPAC). The review of Circulation Element issues was conducted using a significant amount of circulation system analysis and planning completed recently for development projects subject to County of Riverside, City of Murrieta, and City of Temecula review. These efforts produced circulation recommendations which provided a starting point for the City of Murrieta Circulation Plan.

Alternative circulation and land use plans were considered over a series of monthly meetings. A preliminary land use plan and circulation plan for the General Plan Area was then analyzed in the initial application of the Murrieta Traffic Model during October, 1992. The results of the traffic model forecast were then used by the GPAC, with Planning Commission, and City Council input to refine the preliminary plans to produce a preferred land use plan and preferred circulation plan.

Traffic model forecasts were used to determine potential circulation problems.

Riverside County Transportation Plans/Programs

The Riverside/San Bernardino Western Area Transportation Study (RIVSAN) analyzed present and future transportation needs and capacity deficiencies for the urbanized areas in the western portions of Riverside and San Bernardino Counties, and identified problem areas and/or travel corridors for future study considerations. The study was organized through a collaborative process, in which the Riverside County Transportation Commission (RCTC), the San Bernardino Association of Governments (SANBAG), and the Southern California Association of Governments (SCAG), were jointly involved with highway alternative development.

*New corridors will be difficult
to build.*

A major concern is that new corridors will be difficult to build as more and more land becomes developed for residential or commercial uses. The RIVSAN studies recommend that efforts should be made to preserve rights-of-way that have high potential travel demand. However, Potential local funding sources are lacking.

In November, 1988, Riverside County voters passed a half-cent increase in the local sales tax. The revenue generated in Western County is intended to be used for the unique transportation needs of the area. The revenue is used to augment federal, state, and local funds for highways and commuter rail, local streets and roads, and specialized transit.

The Southwest District Traffic Model (SDTM) was developed during 1991 and 1992 as a coordinated study in response to the "buildout" traffic analysis requirements of the County of Riverside Transportation Department. The SDTM East Subarea was the focus of a coalition of project applicants known as the Airport Community Transportation Study (ACTS) group. The SDTM West Subarea was initiated by Donahue Schriber to fulfill a condition of approval for the Murrieta Springs Mall project.

The SDTM East Subarea is bounded by Scott Road to the north, the City of Temecula to the south, Lake Skinner to the east, and the I-215 Freeway to the west. The SDTM East Subarea provided the area-wide data base needed to analyze buildout traffic conditions for Specific Plans in the area surrounding the French Valley Airport. Three separate land use/network scenarios were analyzed for the SDTM East Subarea.

The SDTM West Subarea is bounded by Scott Road/Bundy Canyon Road and the Wildomar community to the north, the City of Temecula to the south, the I-215 Freeway to the east and Rancho Santa Rosa to the west. The buildout analysis required by Condition 15 of the Riverside County Transportation Department letter regarding Murrieta Springs Mall, dated October 23, 1990, was

fulfilled with the funding of the SDTM West Subarea on June 28, 1991. One land use/network scenario was analyzed for the SDTM West Subarea.

The SDTM is a windowed model derived from the microcomputer based RIVSAN model developed by DKS Associates for the Riverside County Transportation Commission (RCTC) and SCAG. The model within the RIVSAN window is divided into primary and secondary areas. The primary area focuses on the City of Murrieta and the French Valley Airport.

Within the Plan Area, the zone structure and roadway network were refined to provide a greater level of detail. The base roadway network conforms to the County of Riverside General Plan Circulation Element. An alternative roadway network was also developed in conjunction with the ACTS area. The roadway network and zone system from the City of Temecula Traffic Model were incorporated into the SDTM.

The results of the ACTS traffic assignments indicated that two additional General Plan corridor designations are desirable. These are the inclusion of an Augmented Urban Arterial cross-section on Murrieta Hot Springs Road between the I-15 and I-215 Freeways, and the designation of several key transportation corridors as Multi-Modal Transportation Corridors.

The Southwest District Traffic Model represented a significant "first step" to understanding the long-term transportation needs of the City of Murrieta in the context of existing and proposed land use plans. Significant changes were recommended for both the City and County General Plan circulation systems. Recommended land use changes were also presented for the participating ACTS properties. These network and land use recommendations were taken into consideration for the City of Murrieta General Plan.

The North Murrieta Traffic Model (NMTM) is an expanded version of the Southwest District Traffic Model. The NMTM includes the proposed land uses for the Murrieta Hills Specific Plan, Greer Ranch Specific Plan, Hamilton Property Specific Plan, Murrieta Highlands Specific Plan, and Golden City Specific Plan.

Circulation Plan

Introduction

The Circulation Plan proposed for Murrieta was developed to provide adequate capacity to accommodate the travel demands of the Land Use Element as well as to preserve the quality of life in Murrieta. Figure IV-2 illustrates the proposed Circulation Plan. Level of Service standards (LOS) are described as follows:

Level of Service A

Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B

Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in single signal cycle.

Level of Service C

Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D

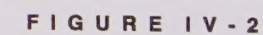
Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E

Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F

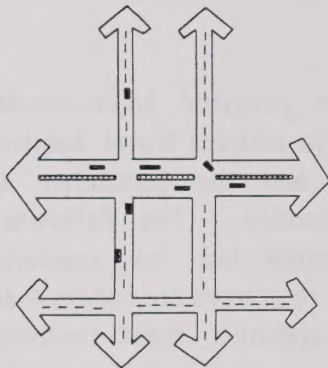
Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.



Significant Plan Features

Based on the assignment of traffic presented in the Circulation Element Traffic Study, roadway sizing and corridor requirements have been determined. These requirements are shown in Figure IV-2 which depicts the recommended circulation system. The recommended circulation system is described in full in the recommendations section which follows.

Based upon the roadway classification upgrades to the Preferred Plan of November 1992, some localized roadway segments will operate slightly above Level of Service "C" capacity (daily volume-to-capacity ratio higher than 0.80). These roadway segments were described in the traffic assessment section of the Circulation Element Traffic Study. Where the circulation system will operate above Level of Service "C", improvement in the flow of traffic can be achieved by implementation of capacity augmentation features at intersections within these areas.



As illustrated in Figure IV-2, the results of the Murrieta Traffic Model assessment indicate that three supplemental corridor designations are desirable. For purposes of this discussion, the following roadway classifications are identified. The City of Murrieta will adopt standards for roadways and may utilize different classifications. These are:

- An Augmented Urban Arterial cross-section is recommended on Murrieta Hot Springs Road between Madison Avenue and the I-215 Freeway northbound ramps, and also on Date Street between Madison Avenue and Ynez Road;
- An Urban Arterial cross-section is recommended on portions of Washington Avenue/Hawthorne Street and on Jefferson Avenue/Palomar Street between the south City Limits and the north City Limits. Clinton Keith Road is also recommended as an Urban Arterial.
- A Multi-Modal Transportation Corridor on Murrieta Hot Springs Road from SR 79 to the 215 Freeway, and the entire length of SR 79 (Winchester Road).

The use of the Augmented Urban Arterial cross-section is recommended for high volume roadway segments approaching freeway interchanges. The utilization of this cross-section will provide enhanced capacity for roadway segments requiring roadway capacity in excess of that which can be provided by the standard Urban Arterial cross-section.

New roadway designations were developed to respond to Murrieta's needs.

As illustrated in Figure IV-2, and described above, the designation of two roadway corridors as Multi-Modal Transportation Corridors is recommended. Clinton Keith Road and Winchester Road were previously recommended as potential Multi-Modal corridors in the Southwest District Traffic Model Circulation Recommendations.

Functional Classification

The classification of a roadway is intended to establish its function, or role, in the overall circulation system. It establishes the hierarchy of streets in terms of their purpose in relation to movement of through traffic versus provision of access to adjacent land uses.

The hierarchy of roadway classifications ranges from freeways (with full control of access, grade-separated interchanges, high speed-high volume traffic, emphasis on longer-distance and intercity travel) to local streets/cul-de-sacs (with unlimited access to fronting properties, low speed-low volume traffic, emphasis on multi-purpose use of the paved street section for travel, parking, pedestrian, and bicycle activity).

The Augmented Urban Arterial and the potential Multi-Modal Transportation Corridor are recommended to address travel demand needs in terms of enhanced capacity, and the flexibility to accommodate alternative transportation modes. The following functional design guidelines are recommended for roadway classifications depicted in Figure IV-2. The roadways are conceptual, and may be modified when the City approves their roadway standards. Because the City wants to maintain the aesthetic presentation of roadways, all street classifications shall include landscaping features, which may include median and parkway plantings, street trees, and rural roadway improvements where appropriate.

Multi-Modal Transportation Corridor

A Multi-Modal Transportation Corridor can be defined as a facility of four to six lanes, depending on projected traffic volumes, and a right-of-way of sufficient width to accommodate future options, such as fixed rail or high occupancy vehicles. Where feasible these routes will be designed to Caltrans expressway standards.

Multi-Modal Transportation Corridors should provide an enhanced traffic-carrying capacity. The augmentation in capacity may be achieved by a variety of measures:

- Addition of through or turn lanes;
- Preferential traffic signal timing and synchronization;
- Loops for left turn;
- Removal of on-street parking;
- Intersection grade separations;

- Grade separated turning movements;
- Access limitation - right turns only, or no access (streets and/or driveways);
- Access consolidation; and
- Pedestrian grade separations.

Augmented Urban Arterial

The intent of the Augmented Urban Arterial is to provide a maximum feasible at-grade cross-section for high capacity facilities in the immediate vicinity of major activity centers such as regional malls, or areas of traffic concentration such as freeway interchanges. At such locations, transit options are sometimes limited to on-road systems and heavy turning movements must be accommodated to adjacent land uses or ramps.

Eight through travel lanes as well as dual left turn lanes are provided within the Augmented Urban Arterial cross-section. Bus priority treatments could be implemented along the outside travel lanes. Measures that achieve "shared operations" and maximum joint person-flow efficiency by bus and car can have application within the Augmented Urban Arterial.

Features include:

- An eight lane high capacity highway with raised median (used for dual left turn movements) and striped shoulders;
- Access restriction may vary depending on the activity center served within the City and the degree to which the roadway serves through traffic. One-quarter mile intersection spacing should be considered where feasible;
- Curbside parking must be restricted along a heavily traveled facility of this type; and
- Additional right-of-way/easement dedications should be considered at selected intersection approaches where heavy traffic flows require a separate right turn lane.

Urban Arterial

Features include:

- A six lane high speed highway with raised median (use for left turn movements) and striped shoulders;
- Access restriction may vary depending on where the facility is located within the City and the degree to which the roadway serves through traffic. Generally, one-quarter mile intersection spacing should be considered as a minimum.

Where overriding circumstances will not allow the desired intersection spacing policy to be met, left turn restrictions should be considered at unsignalized intersections;

- Curbside parking is generally not considered appropriate along a heavily traveled facility of this type; and
- Additional right-of-way/easement dedications should be considered at all key intersections with other Urban Arterials, Arterials, and Major streets for the accommodation of full width auxiliary turn lanes.

Arterial Features include:

- A four lane cross-section with raised or painted median (used for left turn movements);
- Desirable minimum spacing for Major street intersections along an Arterial is approximately one-quarter mile. Minor street and driveway access may be allowed at shorter intervals but consideration should be given to left turn restrictions at these locations;
- As a primary traffic carrier, curbside parking may not be considered appropriate along the more heavily traveled Arterial segments within the City; and
- Additional right-of-way/easement dedications should be considered at key intersections with Urban Arterials, other Arterials, and Major streets for the accommodation of full-width auxiliary turn lanes.

Major Features include:

- A four lane cross-section with raised or painted median (used for left turn movements);
- Minimum spacing for principal street intersections along Major streets should be one-eighth mile. Where overriding circumstances will not allow the minimum spacing policy to be maintained, left turn restrictions should be considered at minor unsignalized driveways;
- As a primary traffic carrier, curbside parking may not be appropriate along some of the more heavily traveled Major street segments within the City; and

- Additional right-of-way/easement dedications should be considered at key intersections with Urban Arterials, Arterials, and other Major streets to allow for full-width auxiliary turn lanes or dual-left turn lanes.

Secondary Features include:

- A four lane cross-section without median (undivided);
- Minimum intersection spacing along Secondary streets should be approximately 330 feet. Direct access from private residential properties should be avoided where possible;
- While the Secondary street cross-section allows for curbside parking, this parking must be prohibited near principal intersections where left turn lane striping is provided;
- While curbside parking should generally be tolerable and appropriate along most Secondaries, there may be localized circumstances which would warrant parking restrictions; and
- Additional right-of-way/easement dedication should be considered at selected intersection approaches where heavy traffic flows require a separate right turn lane.

Scenic Rural Parkway

The intent of a scenic Rural Parkway is to provide a circulation facility through primarily rural areas where care must be taken to preserve environmental and historic concerns which are important to the overall character and vision of the City of Murrieta.

A Scenic Rural Parkway would consist of two travel lanes which can be divided by a landscaped median when sufficient right-of-way can be obtained without encroaching on adjacent environmental or historic resources. Enhanced width parkways will be required to protect adjacent resources and provide for multi-purpose trails where feasible. Exact right-of-way and intersection requirements will be determined by specific planning to respond to local environmental and historic preservation issues.

Features include:

- Two lane roadway divided by a landscaped median where feasible, with enhanced intersection capacity where required to handle projected traffic volumes.

- Incorporation of rural features within enhanced parkways, such as split rail fencing or other rural character elements, as well as existing on-site environmental and historic features worthy of preservation.
- Multi-purpose trails will be provided within the right-of-way when appropriate and feasible.
- Curbside parking is generally not considered appropriate.

Recommendations

The circulation system features required to support the traffic demands of buildout of the City of Murrieta Preferred Land Use Plan are identified in Figure IV-2. The Figure presents recommended circulation system classifications which include three new corridor designations as discussed above, as well as alignment revisions compared to the current Riverside County General Plan Circulation Element. Specific circulation recommendations for the City of Murrieta General Plan Circulation Element have been determined by comparing the features of Figure IV-2 to the current Riverside County General Plan Circulation Element. These recommendations are summarized below.

New Roadway Features

- An interchange on the I-215 Freeway at Keller Road;
- Freeway access at Date Street;
- The addition of an integrated new general transportation corridors west of the I-15 Freeway created by extending Jefferson Avenue north to Palomar Street;
- The re-alignment and upgrade of Hawthorne Street between Adams Avenue and Washington Avenue to an Urban Arterial to connect Washington Avenue and Murrieta Hot Springs Road;
- The addition of the Murrieta Creek Parkway as a Rural Scenic Parkway between Washington Avenue and Grand Avenue;
- The realignment and upgrade of Menifee Road as an Arterial classification between Clinton Keith Road and Keller Road (an alignment known as Meadowlark Road);
- The extension of Zeiders Road between Scott Road and Clinton Keith Road as a Secondary/Major Arterial;

- The addition of a new crossing of the I-215 Freeway north of Clinton Keith Road (an alignment known as Stepp Road/Linnel Lane) between the extension of Zeiders Road and Meadowlark Road;
- The addition of a new road north of Clinton Keith Road (an alignment known as Pabesu Road) between Zeiders Road and La Estrella Road;
- The extension of Keller Road west of the proposed new Keller Road interchange with the I-215 Freeway as an Urban Arterial classification to connect with Baxter Road at the I-15 Freeway;
- The realignment of Baxter Road between Winchester Road and Antelope Road to join with Keller Road at Meniffee Road;
- The realignment of Leon Road between Keller Road and Winchester Road;
- The addition of Golden City Drive between Antelope Road and Leon Road roughly along an alignment similar to the previous Baxter Road alignment;
- The extension of Beeler Road from Scott Road to Winchester Road as a Secondary classification; and
- The extension of Auld Road northwest from Winchester Road to Clinton Keith Road as a Major classification.

Revise Classifications

Revise the classification of the following existing Riverside County General Plan Circulation Element roadways or equivalent City of Murrieta facilities:

- Designate two Multi-modal Transportation Corridors: Murrieta Hot Springs Road from the I-215 Freeway to Winchester Road, and the full length of Winchester Road;
- Upgrade Keller Road east of the I-215 Freeway to Baxter Road to an Urban Arterial classification from a Secondary classification;
- Upgrade Nutmeg Street between Jefferson Avenue and Clinton Keith Road to a Major classification from a Secondary classification;

- Upgrade Murrieta Hot Springs Road between Madison Avenue and the I-215 Freeway to an Augmented Urban Arterial classification from an Arterial classification;
- Upgrade Date Street between Madison Avenue and Ynez Road from an Arterial classification to an Augmented Urban Arterial classification;
- Upgrade Date Street between Adams Avenue and Madison Avenue, and between Ynez Road and Winchester Road from an Arterial classification to an Urban Arterial classification;
- Upgrade Ivy Street/Los Alamos Road from Adams Avenue to Hancock Avenue from a Major classification to an Urban Arterial classification; and

Intersections

In addition, to enhance the flow of traffic on arterials which may operate above Level of Service "C" during peak hour periods, the intersections shown on Figure IV-3 may require capacity augmentation. Adequate intersection performance during peak traffic hours can be ensured with intersection geometrics which satisfy turning movement and through traffic capacity demands. In many instances, this may require dual left turn lanes, and right turn deceleration lanes on intersection approaches of the major roadway.

By insuring that sufficient right-of-way is reserved at the critical intersections within the roadway system, it will be possible to implement the approach lane geometrics necessary to provide the required Level of Service.

Development Monitoring

As development within the City of Murrieta occurs, the improvement of the area-wide roadway system must occur concurrently in order to provide an adequate Level of Service. To ensure that funds from developers and/or area-wide fee programs are appropriately targeted to ongoing circulation needs, it is recommended that a development monitoring process be implemented citywide.

The development monitoring process should require that proposed development submit traffic impact study reports to the City of Murrieta to identify project "Opening Year" traffic impacts, service levels, and mitigation measures required to maintain adequate roadway system performance. Traffic impact study reports should accompany plot plan and tentative tract map submittals to the City.



Intersections That May Require Capacity Enhancement

FIGURE IV-3

Goals, Objectives, and Policies

Overview

The most important circulation issue is the correlation of the Land Use Element building intensities with Circulation Element capacity. It is the intent of the General Plan to maintain a balance between the General Plan land use intensities and its associated traffic demands with the capacity of the General Plan Circulation Element's ultimate system. Tests of this balance shall be conducted at the major stages of the development review process.

It is a major goal of the General Plan that specific standards for level of service will be achieved at buildout of the Land Use and Circulation Elements. If the level of service standards cannot be met, development intensities must be redefined, or mitigation measures must be provided, or other City objectives must be identified as overriding.

The combination of a) level of service standards, b) successive levels of development review, c) requirements for phasing development with circulation improvements, and d) mechanisms to finance implementation of circulation improvements represent the correlation of the Land Use and Circulation Element.

Goal C-1 Internal and Through Travel Needs

A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

Objective C-1.1

Maintain no worse than a Level of Service "D" at all intersections during peak hours. Maintain no worse than a Level of Service "E" at freeway interchanges during peak hours.

Policies

C-1.1a Establish street standards and require that all new road facilities be constructed or upgraded, where feasible, to meet City standards with the ability to adjust these standards to accommodate individual circumstances.

C-1.1b Require an adequate evaluation of potential traffic impacts associated with proposed new developments prior to project approval, and implementation of appropriate mitigation measures prior to, or in conjunction with, project development.

- C-1.1c Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.
- C-1.1d Encourage development of parallel roads at a suitable distance from the I-15 Freeway and the I-215 Freeway to provide adequate intervals between freeway ramp intersections and parallel road intersections along the freeway access routes.
- C-1.1e Annually evaluate the Circulation Element roadway plan through utilization of the City of Murrieta Traffic Model. The model shall be updated every three years, or as needed.
- C-1.1f Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.
- C-1.1g Minimize the number, properly space, and interconnect traffic signals in order to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicular emission and noise levels.
- C-1.1h Require appropriate right-of-way dedication and improvements through development project approvals.

Objective C-1.2 Establish adequate measures to ensure traffic safety.

- Policies**
- C-1.2a Require new developments to be served by roads of adequate capacity and design standards to provide reasonable access by car, truck, transit, or bicycle.
 - C-1.2b Prohibit parking on all Urban Arterial, Arterial and Major roadways, except in areas subject to special design guidelines (ie. Historic Murrieta), to increase the traffic capacity of these roadways and provide for bike lanes.
 - C-1.2c Establish speed restrictions throughout the City that relate to the design and operating characteristics of roadways.
 - C-1.2d Require that future roads and improvements to existing roads be designed to minimize conflicting traffic movements such as turning, curb parking, and frequent stops.
 - C-1.2e Require that the development of new private driveways do not introduce significant traffic conflicts along General Plan roadways including collector and arterial streets and State Route 79.

C-1.2f Require that pedestrian and vehicular traffic be separated to the maximum feasible extent. Such separation may include parkways between streets and sidewalks.

C-1.2g Establish an ongoing maintenance program to ensure the safety of the City's roadway system.

Objective C-1.3 Preserve the quality of residential neighborhoods by maintaining the legally enforceable speed limits and by discouraging the flow of truck traffic and through traffic in these areas.

Policies C-1.3a Enforce speed limits of 25 miles per hour in those areas defined by the California Vehicle Code as residential neighborhoods.

C-1.3b To restrict truck traffic, allow truck routes on Major Arterials and above only with further restrictions by the establishment of weight restrictions where necessary.

C-1.3c Review the design of all proposed new residential neighborhoods to ensure that "cut through" routes are minimized. This may include, but is not limited to limiting the length of the streets and traffic control signage.

Objective C-1.4 Establish financing programs which incorporate adequate funding for the City's roadway system.

Policies C-1.4a Identify and evaluate potential local revenue sources for financing roadway system development and improvement projects.

C-1.4b Pursue viable revenue sources to meet the roadway system funding needs from state and federal sources.

C-1.4c Implement street widenings and other circulation improvements which are related to new development in conjunction with citywide growth management efforts.

C-1.4d Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation related improvements in the Plan Area.

Objective C-1.5 Provide for flexibility in local residential street design where justified by land use density, topography, and special urban design situations.

- Policies**
- C-1.5a In the areas designated Equestrian and Rural Residential, allow an appropriate reduction in the widths of right-of-way and improvement sections (including the waiving of curb, gutter, sidewalks, and streetlights when feasible and safe) on local serving streets to accommodate lighter traffic requirements and preserve rural character.
- C-1.5b In hillside areas with slopes equal to or greater than 25 percent, allow reduced right-of-way and improvement sections to limit grading and cuts in topography, while allowing access for fire trucks and other emergency vehicles.
- C-1.5c In Master Plan Overlay areas, allow flexible design standards for local residential streets incorporating such urban design concepts as traditional neighborhood planning, pedestrian pockets, and others.
- C-1.5d In Special Areas, such as Historic Murrieta, allow Urban Arterial streets to adopt special design features, such as landscaped medians, lighting, and on-street parking.
- C-1.5e Create a unique entrance statement on all major entryways to the City through thematic landscaping and identification signage that may be utilized on all thoroughfares and trails throughout the City. Special attention should be paid to the freeway entrances to the City. CalTrans and the County should be approached in helping to enhance the landscaping along the freeway corridors throughout the City. Special attention to landscape medians should occur for at least the following streets:
- Los Alamos Road (Ivy Street), from Whitewood Road to Washington Avenue;
 - Murrieta Hot Springs Road, from Adams Avenue to Washington Avenue;
 - Jefferson Avenue, from Kalmia Street to Cherry Avenue; and
 - Murrieta Creek Scenic Drive.

Goal C-2 Regional Transportation System

A regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region.

Objective C-2.1 Interface with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities which address area-wide and regional travel needs.

- Policies**
- C-2.1a Support the update and completion of the Riverside County General Plan Circulation Element in response to the City General Plan Circulation Element.
 - C-2.1b Actively pursue the construction of a new access and frontage road connector system, south of the I-15/I-215 Confluence, and other recommended system improvements in cooperation with state and local officials including Caltrans, the City of Temecula, Riverside County, and local developers. Measures should be taken to preserve anticipated right-of-way needs and to identify funding mechanisms for the interchange improvement.
 - C-2.1c Actively pursue the construction of a new east-west corridor and interchange south of Scott Road in cooperation with Caltrans, Riverside County, and local developers.
 - C-2.1d Actively pursue the improvements to existing interchanges within the City and construction of new overcrossings, such as a connection between Hancock Avenue and Alta Murrieta Drive south of the I-215/Los Alamos Road interchange, as required to achieve the adopted service level standards.
 - C-2.1e Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for light rail transit along major transportation corridors which connect Murrieta to other population centers.
 - C-2.1f Encourage the formation of a special Southwest County task force which would be responsible for identifying and prioritizing selected system improvements having regional significance and the development of funding sources which would allow for the timely implementation of these improvements.

- C-2.1g Continue to work with public transportation agencies to provide adequate levels of service to Murrieta citizens.
- C-2.1h Plan and coordinate circulation improvements in the Sphere of Influence area to ensure orderly growth and adequate facilities.
- C-2.1i Actively pursue acquisition of right-of-way for an additional Murrieta Creek Scenic Drive on the west side of Murrieta Creek whenever and where appropriate.

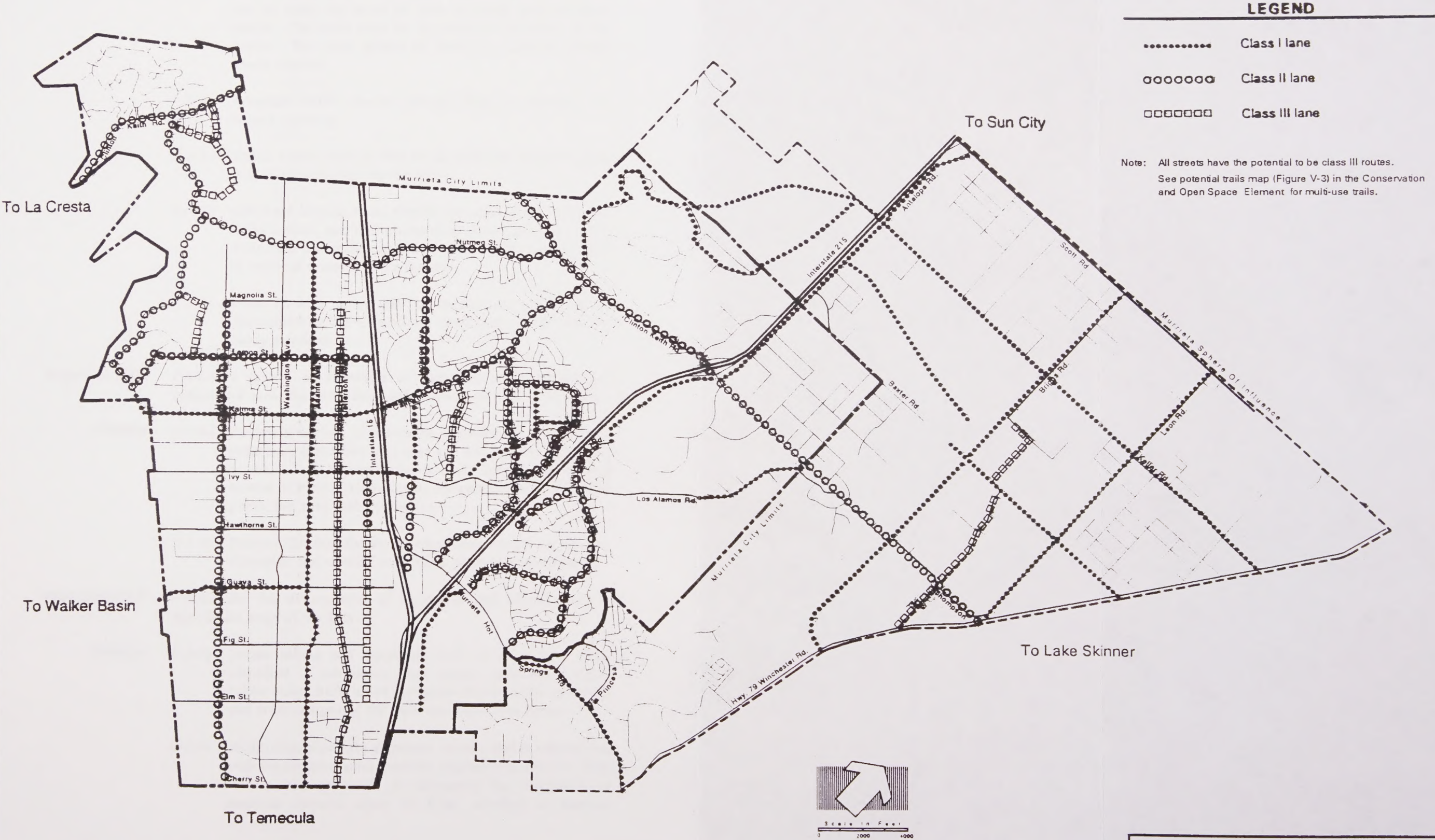
Goal C-3 Alternative Travel Modes

Accommodate alternatives to private automobile transportation that meet the needs of all City residents.

Objective C-3.1 Require dedication and/or construction of appropriate facilities in support of a public transportation system.

- Policies**
- C-3.1a Coordinate with the Riverside Transportation Agency to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, health care facilities, and major recreation areas.
 - C-3.1b Require construction of bus turnouts with shelters adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations.
 - C-3.1c Promote improved demand responsive transit services for elderly and disabled persons.
 - C-3.1d Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.
 - C-3.1e Require pedestrian access from the interior of new residential areas to public transit stops be direct, convenient, and in conformance with the ADA.

Objective C-3.2 Provide a circulation network that accommodates the safe and efficient movement of cyclists on bike lanes (Figure IV-4) and bike trails.



- Policies**
- C-3.2a Create a system of bicycle lanes within the street right-of-way to meet the needs of both the local and commuter cyclist. The lanes shall be designed for the safety of the cyclist. The lanes should be linked to regional systems where feasible.
 - C-3.2b Adequate traffic control devices shall be provided for bicycle crossings.
 - C-3.2c Traffic signal phasing shall be adequate for bicycle turning and straight-through movements.
 - C-3.2d Off-street bicycle trails should use open space corridors, flood control, and utility easements where possible. Such trails shall minimize automobile cross traffic and be linked to regional systems where feasible.
 - C-3.2e Class III bike lanes may be located on any street, as determined by the City and in conformance with adopted safety standards.

Objective C-3.3 Provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians.

- Policies**
- C-3.3a Review site plans to determine if residential, commercial, industrial, and office land uses are designed for pedestrian access. Future developments shall contain an internal system of trails linking schools, shopping centers, and other public facilities with residences.
 - C-3.3b Require the installation of wheelchair ramps on all new sidewalks and comply with ADA ramping requirements.

Objective C-3.4 Provide for the development of equestrian and hiking trails in appropriate areas of the City.

- Policies**
- C-3.4a Locate hiking and equestrian trails in appropriate areas identified as permanent open space, agricultural edges, public utility ROW's and easements, flood control channels, and areas designated for rural and equestrian density.
 - C-3.4b At the time of precise alignment studies, and in conjunction with the required environmental assessments, the City shall review trail proposals to determine the likelihood of potential impacts upon, or from, existing or planned

development. Mitigation measures or alternatives will be implemented where appropriate and feasible.

- C-3.4c Motorcycles and other motorized vehicles shall be prohibited from using the trail system.
- C-3.4d Promote bicycle and pedestrian trails along major home-work and other travel routes, where appropriate.
- C-3.4e Where feasible, trail crossings shall be separated from roadways. Where separated crossings are not feasible, trail crossings shall be designed to occur at controlled intersections.
- C-3.4f Coordinate the location of trails to connect with regional trail systems, including the Santa Rosa Perimeter Trail.

Goal C-4 Parking

An adequate supply of private off-street and public parking.

Objective C-4.1 Enforce and periodically update the zoning ordinance which specifies minimum parking requirements for various types of land use.

- Policies**
- C-4.1a Enforce the parking ordinance and standard requirements such as necessary design features, the number of required handicapped parking spaces, etc. in conjunction with the parking ordinance.
 - C-4.1b Pursue methods of encouraging the provision of increased on-site parking supply through a range of techniques including redevelopment activities.

Objective C-4.2 Provide joint-use and public parking facilities where needed by special assessment districts or other mechanisms.

- Policies**
- C-4.2a Require developers to provide adequate on-site parking and/or to contribute to a program to acquire and/or maintain off-site joint use facilities.
 - C-4.2b Work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.

Goal C-5 Peak Hour Traffic Flow

Manage peak hour traffic flow and demand on the circulation system to reduce traffic congestion where necessary and feasible.

Objective C-5.1 Provide for the development and monitoring of Travel Demand Management (TDM) programs at locations where trip-making is concentrated.

Policies C-5.1a Require transportation demand management plans to be submitted for preliminary review at the Specific Plan or Plot Plan stage of site development and submitted for final approval prior to the issuance of building permits, in accordance with the City's Transportation Demand Management Ordinance.

C-5.1b Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation 15 of the Air Quality Management Plan.

C-5.1c Establish a local Congestion Management Plan and monitor the performance and effectiveness of travel demand management programs within the City.

Implementation of the Circulation Element

This section of the Circulation Element discusses a broad range of topics related to transportation improvement implementation strategies and programs which collectively work towards the realization of the Circulation Element goals and objectives. Program names are for discussion purposes only. Actual programs and street classification standards will be adopted by the City.

Development Impact Monitoring Program

The monitoring of traffic impacts associated with area development approvals is an important program which must be implemented to ensure that the City's transportation goals are achieved. The City's Development Impact Monitoring Program should include the items discussed below.

Traffic impact analysis requirements for individual development projects These requirements should be formulated to effectively determine the impact potential of development projects on the circulation system, and define appropriate mitigation measures which adequately address project impacts. Compliance with the Riverside County CMP currently requires that local jurisdictions use traffic

impact analysis guidelines developed by Riverside County as a model for developing local guidelines. This is particularly important in the analysis of larger development projects which are likely to impact the regional CMP roadway system. The development of traffic impact analysis requirements should at the same time, recognize and establish appropriate levels of analysis for intermediate and smaller sized development projects.

Maintenance of City's Buildout Traffic Model Annual updates/refinements of land use inputs used in the Buildout Traffic Model would allow the City to monitor the effect of on-going development approvals on ultimate circulation system needs. As specific Transportation Demand Management programs are implemented, the anticipated trip reduction effects of these measures can be incorporated in the model. Analysis of traffic forecast updates provide valuable information of the adequacy of the City's Circulation Plan and the impact of land use/development decisions.

Development and maintenance of a Riverside County CMP "approved" local traffic model (optional) This model would be used specifically for the purpose of responding to Riverside County CMP requirements regarding: a) the determination of traffic Level of Service on the CMP roadway system; and b) impact analysis of local land use decision on the regional transportation system (CMP system). The development of a local traffic model which is approved for CMP analysis would eliminate the need to regularly request SCAG's assistance in responding to CMP requirements. It is important to note, however, that the procedures for developing and maintaining such a model are very labor intensive. Furthermore, if the City elects to adopt the Transportation Uniform Mitigation Fee Program (currently being developed by the Western Riverside Council of Governments) then the need for CMP-related modeling by the City would be significantly reduced.

Transportation Facilities Funding Program

The Transportation Facilities Funding Program would establish funding sources for the Five-Year Capital Improvement Program and future planning horizons. It is important that a wide variety of funding sources/mechanisms be identified and investigated as early as possible. Many of the potential funding sources will require the City to posture itself carefully in order to be eligible for available funds.

The following is a partial list of transportation related funding sources/mechanisms which could be considered:

- Development Impact Fees (City and County/Developer);
- Integrated Financing District;

- Assessment District/Community Funding District (City & County);
- Gasoline Taxes (State, County, and Local);
- Measure A Funds (RCTC);
- Office of Traffic Safety Special Grant Funds (State/Caltrans);
- Riverside County Local Transportation Fund (RCTC);
- Traffic Signal Mitigation Fees (City);
- City Taxes;
- City Redevelopment Agency;
- Developer Reimbursement Agreements (City/Developer);
- Quimby Fees (Developer);
- State Highway Account;
- State Transit Assistance;
- Internodal Surface Transportation Efficiency Act (Federal); and
- Interstate funding for traffic signals at interchanges.

Local Transportation Management Program

The development of a strong local Transportation Management Program will play an integral part in the City's ability to achieve the traffic Level of Service goal stated in the Circulation Element Goals and Objectives. The program could consist of three key elements:

- The establishment of a City-wide Transportation Demand Management Ordinance;
- The identification and implementation of Transportation System Management strategies; and
- Development/expansion of transit service.

Transportation Demand Management (also referred to as Travel Demand Management or TDM) strategies involve measures which are intended to reduce vehicle trip generation or influence when vehicle trips are made. Transportation System Management strategies involve relatively low cost facility improvements which maximize the efficiency/traffic carrying capacity of the roadway system.

Riverside County's Congestion Management Program requires that all local jurisdictions within the County adopt a Transportation Demand Management ordinance. The model TDM ordinance suggested by Riverside County applies to new commercial, industrial, and mixed use developments estimated to employ 100 or more persons. The TDM ordinance requires the property owner(s) or designer(s) to implement applicable measures which include various features oriented towards reducing the generation of off-site vehicle trips.

Also included, are some off-site mitigation measures such as contributions to local Transportation System Management oriented facility improvements as well as regional TDM facilities. The TDM ordinance would also include provisions for implementation, monitoring, and enforcing the ordinance requirements.

In addition to the TDM ordinance, the City should take a leadership role in the formation of:

- A community based ridesharing program and commuter bicycle program for local residents; and
- Non-profit transportation management associations.

The Transportation System Management (TSM) element of the City's Transportation Management Program would involve the identification, prioritization, and monitoring of strategic low-cost circulation system improvements, which would maximize the efficiency of the local roadway system and improve traffic flow. These low capital improvements could include:

- Adding turn lanes or restricting turning movements during peak traffic periods at congested intersections;
- Widening of intersection approaches to accommodate additional through movement lanes or to improve visibility;
- Restriction or elimination of curb-side parking along congested arterials;
- Implementation of one-way street or reversible lane system;
- Installation of bus turnout bays;
- Installation of "smart" signal systems;
- Pavement marking modifications/improvements; and
- Completion of "missing links" in the roadway network.

The third element of the City's Transportation Management Program involves a dedicated effort towards improving and expanding transit service within the community. For fixed-route service, this means:

- Frequent service,
- Broad route coverage; and

- Implementation of commuter oriented express service to regional employment centers;

Since fixed-route service operates best in a high density environment, the implementation of this service in Murrieta will be limited in geographic coverage.

Regional Coordination

As reflected in many of the Circulation Element components, regional coordination is essential to the successful implementation of the Circulation Plan. Several of the critical roadway system improvements which will be required to adequately accommodate buildout traffic flows are currently outside the City's jurisdiction. The solution to regional related traffic problems will require close coordination of traffic issues with the City of Temecula, City of Lake Elsinore, Riverside County, Caltrans District 8, and other communities within the Southwest Area of Riverside County.

Other aspects of the City's Circulation Element such as compliance requirements of Riverside County's Congestion Management Plan and SCAG's Air Quality Management Plan/Regional Mobility Plan will require a high level of cooperation with both the Riverside County Transportation Commission and SCAG in order to maintain eligibility for Measure A Program funds.

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CONSERVATION and OPEN SPACE ELEMENT

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V. CONSERVATION AND OPEN SPACE ELEMENT

Introduction

Conservation of natural resources and the provision and preservation of open spaces are important and necessary to maintaining a balanced community. General Plans are required to include both Conservation and Open Space Elements. The City understands the close interrelationship of both issues and is combining them into one element.

Purpose and Authority

Conservation State Government Code Section 65302 states that the General Plan shall address the conservation, development, and utilization of natural resources. State guidelines specify that, "to the extent applicable," the following issues are mandatory and must be addressed: water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. Other issues, such as flood control and energy resources, may also be included in the Conservation Element.

Open Space Recognizing that open space is now a limited, valuable, and necessary resource, every city and county must prepare and implement an open space plan to manage and conserve their open space resources. State Government Code Sections 65302(e) requires that the General Plan include an Open Space Element. Government Code Sections 65560(b) defines "open space land" as "any parcel or area of land or water which is essentially unimproved and devoted to an open space use." Code sections also specify the contents, legislative intent, and consistency requirements of this open space plan and mandate that it includes an action program. In addition, Public Resources Code Section 5076 requires that the open space plan consider demands for trail-oriented recreational use and the feasibility of integrating its trail routes with the State system.

*Murrieta's natural setting
provides life support and life
quality to area residents and
wildlife.*

Resource Conservation

For centuries the character and qualities of the natural setting have provided support for communities living in the Murrieta area. Developing in response to thousands of years of local conditions, this setting is unique and impossible to duplicate. Although the network

of interactions between the people and the land has undergone profound changes in the years since hunting and gathering took place, the natural resources still provide life support and life quality to area residents.

Demands on these resources increase relative to increases in population. For this reason, it becomes necessary for a community to periodically reassess its use of these resources, particularly those that are finite and nonrenewable, or those critical to life support such as air and water. Although the traditional need for resource conservation concerned itself with natural resources, it is also important for a community to assess the man-made cultural and historic resources it wishes to preserve for its future residents.

Open Space Resources

Recreation is one of the most recognized uses of open space. A critical open space function is the protection of public health and safety.

There are many types and functions of open space land. It can be utilized for the preservation of natural resources, such as when open space is set aside for habitat protection or for ecological or scientific study. Open space may be used for the managed production of resources such as mineral deposits, agriculture, or groundwater recharge. Recreation is one of the most recognized uses of open space. Both regional and local park and recreation areas, areas protected for their scenic, historic, or cultural values, and trails used for cycling, riding, or hiking are open spaces of this type. A critical open space function is the protection of public health and safety. Areas such as earthquake fault zones, flood plains, or those necessary for fire breaks or fuel load reduction can be designated for open space use to prevent the unnecessary destruction of property or danger to human lives.

Open space areas contribute to the overall form, sense of identity, and general well being of a community. Open space can be used to shape and form the urban environment. It can separate, buffer, or even integrate disparate land uses, and it can link one area or activity to another.

Summary of Existing Conditions

The goals, objectives, and policies contained within the Conservation and Open Space Element address the following Plan Area issues: water resources, biotic resources, land resources, energy resources, cultural/historic resources, rural character, parks and recreation, community trail system, and additional open space. The goals, objectives, and policies of this element pertain to the existing City limits as well as the Sphere of Influence. The Sphere area is closely linked to Murrieta and is expected to ultimately be annexed into the City. The existing conditions discussion is a summary of the

information found in the Technical Reports and Master Environmental Assessment (MEA), prepared in conjunction with the General Plan.

Water Resources

Overview

Water resources are critical throughout the State of California. For potable water the General Plan Area relies on both the groundwater extracted from underlying aquifers and an imported water supply of blended Colorado River water and State Project water. Surface waters include Murrieta and Warm Springs Creeks, as well as a network of washes and drainage channels. Reclaimed water is processed at area treatment plants and used for golf course irrigation.

Surface Water

Murrieta Creek and Temecula Creek are the main tributaries of the Santa Margarita River, the only remaining free-flowing river in Southern California.

The majority of the General Plan Area lies within the inland portion of the Santa Margarita River Basin. The northern most Plan Area is part of the Santa Ana watershed. Murrieta Creek and Temecula Creek are the main tributaries of the Santa Margarita River, the only remaining free-flowing river in Southern California. Murrieta Creek runs through the Murrieta Valley and flows southeasterly through the portion of the City which lies between Interstate 15 and the base of the Santa Rosa Plateau. The Creek drains approximately 220 square miles of the upper watershed. A network of washes and intermittent stream courses occur throughout the area, collecting the seasonal runoff from slopes and valley floors and bringing it towards the Creek. Stream flows for Murrieta Creek have been highly variable, and flooding frequently occurs in Historic Murrieta. Warm Springs Creek is a tributary to Murrieta Creek. It drains extensive valley and upland areas and flows southwesterly through the Murrieta Hot Springs area, entering Murrieta Creek in the southern part of the City.

Groundwater and Imported Water Supplies

Retail and wholesale distribution of water is accomplished through five separate water districts. Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD) are member agencies of the Metropolitan Water District (MWD) which delivers water to Southern California via two import aqueducts. The Murrieta County Water District (MCWD) is a local distributor of water supplied entirely from groundwater sources. The Rancho California Water District (RCWD) uses both groundwater and imported water for its supply. Elsinore Valley Municipal Water District (EVMWD) extends their service area into a northern portion of the City of Murrieta. The water is supplied by groundwater, for the most part, with supplemental water available from WMWD.

Local wells extract water from underground reservoirs called aquifers. The largest of the groundwater basins has an estimated storage capacity of 1.2 million acre-feet. In comparison, Lake Skinner Reservoir provides storage for imported water at a capacity of 45,000

acre feet. The Eastside Reservoir, proposed for construction in the Domenigoni Valley, would provide an additional 800,000 acre-feet of storage by 1999.

Groundwater extractions are controlled to ensure that safe yields are not exceeded. Replenishment of groundwater supplies may be accomplished through natural rainfall or stream percolation or the application of flood, reclaimed, or imported water to recharge areas. Urbanization of the area increases demands on local water resources. It also tends to decrease the natural recharge of groundwater due to increased run-off and drainage collection in concrete channels.

Reclaimed Water

Plans call for the use of reclaimed water at area golf courses.

There are currently three wastewater treatment plants serving the Murrieta area. RCWD operates two plants and EMWD operates one facility with plans for expansion. Future plans will interconnect all three plants. With the projected improvements, the combined capacity of the treatment system for all three plants is expected to be in excess of 30 million gallons per day (mgd). The Bear Creek Golf Course is currently using reclaimed water, and plans provide reclaimed water use at other area golf courses.

Water Demand

Water demand information that corresponds specifically to the General Plan Area is not available. Multi-family structures typically have a lower per-capita use than single-family residences which generally require more outdoor water use. Demands of 600 gallons per day per dwelling unit (gpd/du) may be used to prepare water facility master plans. MWD states that the average per-capita residential use is 164 gpd in inland areas. About 30 percent of the residential, commercial, and public use of water in Metropolitan's service area is seasonal, occurring in the months of April through October.

Water Quality

Water Quality The California Water Quality Control Board monitors and governs water quality for all waters within the State. Murrieta lies within the San Diego Basin, or Planning Region 9. The Environmental Protection Agency (EPA) is currently involved with the issuing of discharge permits for Murrieta Creek. The California Department of Health Services is charged with the regulation of reclaimed water and is currently revising its water quality criteria. The use of reclaimed water is limited to non-potable uses and indirect potable use through groundwater replenishment.

Water Conservation Practices

A variety of programs, projects, and local ordinances affect the conservation of water or waterways in the General Plan Area. The City of Murrieta has no comprehensive water conservation ordinance at this time. Emergency management programs would be

administered by the individual water districts. The City recently adopted a water efficient landscape ordinance, in compliance with the requirements of Assembly Bill 325. MCWD and EMWD are negotiating a Water Banking Agreement which will coordinate seasonal supplies and groundwater recharge. Several watershed or corridor studies exist or are underway. They include, but are not limited to, the Eastern Municipal Water District's Multi-Purpose Corridor Project, the Groundwater Recharge Study for the Ivy Street Drainage Corridor, the Santa Margarita River Watershed Coordinated Management Study, and Management Alternatives for the Upper Santa Margarita River Watershed.

Biotic Resources

Vegetation

The patterns of native vegetation that once existed throughout the area have changed over the years. At one time, the network of creeks and washes probably supported a greater variety of riparian plant communities. Chaparral and sage scrub communities were common, and native grasslands covered many acres. Historic grazing activity and the clearing of land for farms, ranches, and other settlements resulted in an agricultural vegetation pattern in which native species were replaced with non-native grasslands, field crops, vineyards, orchards, and groves. In areas where extensive development exists today, both native and agricultural vegetation have been replaced by structures, surfacing, and domesticated ornamental landscapes. Planted areas include residential, commercial, right-of-ways, civic, park, and school landscapes.

Riparian communities have extremely high wildlife values. They are usually the only source of water available to wildlife and they form the only corridors of natural habitat traversing developed areas.

Areas of native chaparral remain on the "Hogbacks" and in the designated open space area along the southwestern City boundary. The area referred to as Chaney Hill retains a small, isolated, but excellent sage scrub community. There are a few areas of riparian forest and riparian scrub remaining along creek courses. Riparian communities have extremely high wildlife values for a number of reasons. They are usually the only source of water available to wildlife and they form the only corridors of natural habitat traversing developed areas. Movement along these corridors is essential in maintaining the overall stability and diversity of wildlife species. Special status plant species known to be within the Plan Area and those which have recorded occurrences within close proximity to the City include: Payson's Jewelflower, Parry's Spineflower, Fish's Milworf, San Diego Button Celery, Parish's Meadowloam, California Orcutt Grass, Three-leaved Brodiaea, Prostrate Navarrelia, Munz's Onion, San Diego Ambrosia, and Palmer's Grapplinghook. Information on specific status of these species, and other species in the Plan Area are found in the existing conditions Technical Report

and the Master Environmental Assessment (MEA) prepared in conjunction with the General Plan.

Wildlife

Native wildlife species include insects, amphibians, reptiles, fish, birds, and mammals. Wildlife communities are associated with the various vegetation communities which provide the supporting habitat. The wildlife patterns have also changed considerably over the years. For instance, antelope are no longer seen in the area referred to as the Antelope Hills. Special status wildlife species identified within the Murrieta General Plan Area and/or vicinity include: California Gnatcatcher, Cooper's Hawk, Golden Eagle, San Diego Horned Lizard, Orange-throated Whiptail, Southwestern Pond Turtle, Los Angeles Pocket Mouse, and the Stephens' Kangaroo Rat. Specific status of each species is found in the MEA and Technical Report.

Other animal life includes the usual domestic pets and livestock animals such as cattle and goats. Buffalo and llamas are two of the more unusual animals found living in the community. Horses are found nearly everywhere in the Murrieta Plan Area, with the exception of the newer tract areas. The number, variety, and quality of horses indicate that they could be considered a community resource.

Land Resources

Landform

The General Plan Area is located in the southern portion of a northwest trending valley defined and formed by a series of parallel faults know as the Elsinore Fault Zone. The hot water springs, located at the Murrieta Hot Springs Resort and Temecula Hot Springs, rise from one of these faults. The terrain of the General Plan Area includes the east wall of the Santa Rosa Plateau, which is cut by several drainage canyons, a highland area referred to as the Antelope Hills, and a series of distinct hills referred to as the "Hogbacks."

Hillsides offer visual and psychological benefits to those looking at them and those viewing from them.

Hillside resources offer a number of benefits for the community. They are used as landmarks and offer a sense of direction or orientation to people moving about in the landscape. Hillsides create edges that may define an area or watershed. They are commonly used as sanctuaries by both wildlife and humans retreating from urban areas. They offer visual and psychological benefits to those looking at them and those viewing from them. In terms of resource conservation, hillside management concerns itself with issues such as fires, earthquakes, mudslides, and soil erosion. The vegetative cover is critical. Due to their sensitive nature, any surfacing that decreases

rainwater absorption and increases run-off should be kept to a minimum.

Soils and Minerals

Soils in the General Plan Area were mapped as part of the Soil Survey for Western Riverside Area, California (U.S. Soil Conservation Service). Soils are mapped in generalized patterns referred to as soil associations and also on more detailed maps as individual soils. Soils in the General Plan Area vary considerably in terms of characteristics and suitability for various uses.

The General Plan Area is located in one of the geographic regions that required a Mineral Land Classification Study to be conducted by the State Geologist. Local governments are required to incorporate the report and maps into their general plans and consider the information when making land use decisions. The special report includes a geologic map showing mines and prospects and mineral land classification maps showing metallic, industrial, and aggregate resources. These resources are designated by zones and categories reflecting various mineral potential of land. Nine mines or prospects are listed for the General Plan Area.

Energy Resources

Energy Sources

Energy resources are often categorized as renewable sources or nonrenewable sources. Two renewable energy sources, solar radiation and wind energy, are readily available in the area. Both sources are considered relatively dependable, low cost, and environmentally benign. However, current technology is not well developed in terms of utilizing them for many of the current energy applications within the General Plan Area. Geothermal resources also exist. Two specific thermal springs are located within the General Plan Area, Murrieta Hot Springs and Temecula Hot Springs.

The three main sources of nonrenewable energy used in the Murrieta area are electricity, natural gas, and transportation fuels. Future availability and environmental costs are concerns with each of these resources.

Electricity is provided by Southern California Edison. It is generated by utilizing other primary energy sources, such as oil and gas, hydroelectricity, or nuclear power. As much as two thirds of the primary energy source is consumed in the production and transmission process. Natural gas is supplied by the Southern California Gas Company, mostly from out of state sources. Distribution is such that most of the incorporated City has existing

As much as two thirds of the primary energy source, such as oil and gas, is consumed in the production and transmission process.

natural gas service, and service is made available as required to other areas.

Transportation energy is supplied primarily by petroleum or fossil fuels. At this time, gasoline and diesel fuels are readily available within the General Plan Area and throughout the Southern California region. Two environmentally significant consequences of using these fuels are the atmospheric release of carbon dioxide (CO₂) and transportation-related particle pollution.

**Energy Consumption
Patterns**

There is no City/Sphere-wide energy plan for Murrieta. No data is available at this time concerning energy consumption patterns correlated to the General Plan boundaries.

**Energy Conservation
Practices**

Patterns of energy use are reflected in virtually all aspects of life in Southern California. This means that energy conservation is either critical to, or dependent upon, the conservation of related resources such as air quality, water, and waste management. Energy conservation can be accomplished in any number of ways, and a comprehensive plan is most effective. The basic concepts of energy conservation are to use energy resources more efficiently through improved technology; to reduce unnecessary use; to replace dependence on nonrenewable sources with renewable sources; and to conserve the use of related resources.

**Cultural/Historic
Resources**

An historic summary is included in the Murrieta General Plan existing conditions Technical Report (pg. V-32). This summary briefly describes five periods of Murrieta history: Paleo-Indian Period, Shoshonean Period, Spanish-Mexican Period, American Settlement Period, and American Farming Period. The summary also makes reference to the following site names which featured prominently in local history: Avaxat, Alamos, Toatwi, Willow Springs Station, Alamos District, Murrieta town site, Murrieta Hot Springs, Linda Rosa Area, and Adobe Springs. A Cultural/Historic Resources Inventory and Map (including potential historic landscape features) and an Historic Sites and Structures Inventory and Map (with Inset Map for the Murrieta Downtown Historic District) are included in the Technical Report.

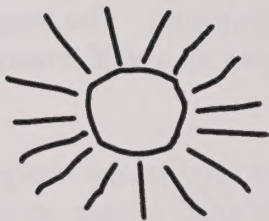
**Archaeological/
Paleontological
Resources**

A paleontologic records search indicates that there are two formations in the General Plan Area with high potential for sensitivity. Projects located on sediments determined to be highly sensitive require an impact mitigation program. Records search indicated that 109 cultural resources reports have been conducted within the current City limits.

The California Archaeological Inventory includes 53 recorded sites within City boundaries and 65 sites within one mile of City boundaries. Archaeological sites may indicate prehistoric, ethnographic (later Native American), or historic (Euro-american) occupations. Sites include early ranching homesteads. For additional information, refer to the existing conditions Technical Report and the Master Environmental Assessment.

Rural Character

A rural flavor remains throughout the Plan Area. Murrieta strives to maintain the rural character of the community.



During General Plan community workshops, the citizens of Murrieta expressed their appreciation for the rural (or non-urban) character of their community. Much of the rural character found in the area represents a long history as an agricultural community. However, the overall amount of land dedicated to agricultural uses has declined in the last thirty years due to the reduced reliance of a rural economy.

Except for the areas of recent residential development, generally located in the central part of the Plan Area, there remains a rural/non-urban flavor. Although much more limited than in the past, agricultural related activities are still taking place. This is evident in the existence of farming, the raising of livestock, the keeping of horses, and a number of equestrian facilities. Expansive open spaces can be seen in many areas, and many of the roads are more characteristic of rural areas in terms of width, surfacing, and edge treatment. Also, the type of structures and their relationship to the surrounding land is quite different than that found in an urban environment.

Rural areas have individual characters which define and create the particular atmosphere. Beyond the lack of significant urban development, rural areas include pedestrian scale structures, minimal roadway improvements, large lot residences with livestock, agricultural uses, wood buildings and signs, and natural drainage and open space areas. The Plan Area currently includes many of these elements. The community desires to preserve the rural/non-urban character of the area while still providing for orderly and economically viable growth. The preservation of a rural/non-urban atmosphere does not preclude new development. It does, however, require effective implementation tools. Rural character is enhanced and created utilizing development techniques such as: siting of structures, preservation of natural features, roadway design, densities/lot sizes, water management, permitted uses (including the keeping of livestock), and design/materials. In order for the City to regulate development in the Plan areas where it is appropriate to maintain the rural/non-urban atmosphere, design guidelines will be implemented.

Parks and Recreation

Recreation is an essential element to a healthy community. Parks provide the means for recreation.



Park and recreation services within the City of Murrieta are provided by the newly created community service district (CSD). The CSD does not include the Sphere of Influence. The City has a commission that provides guidance in the operation of various district programs. The Park and Recreation Commission's duties are articulated in their Mission Statement: "Develop and implement human services and comprehensive recreation programs to meet the needs of all residents within the city. Additionally, to provide parks and recreation facilities that are aesthetically pleasing, as well as functional, resulting in a safe and healthy environment for all." County of Riverside Service Area (CSA) 143 provides service to the Sphere area.

The Plan Area includes 15 park sites, totalling approximately 125.8 acres. These parks, however, are located within a narrow band of the entire General Plan Area (Figure V-1). Most provide open, grassy areas, and about half of them offer tot lots, barbecue or picnic facilities. The majority of the facilities are found in a single sports park located in the California Oaks area. A total of 65.5 acres of parkland is presently in planning or construction phases. At this time, parks are not classified by service levels or standards. There is a Joint Use Agreement with Murrieta Valley Unified School District that allows for use of school facilities by the recreation and senior services divisions during off-school times.

As shown in Figure V-1, the local golf courses, both private and public, are included in the Open Space and Recreation analysis, but not included in the total existing park acreage. Golf courses have been included for recreational purposes, even though it is understood that they may not be available for the entire community. The long-term use of the land, however, is likely to remain as a golf course, which is a recreational use.

The main funding mechanism for the CSD is a land parcel charge that is included on the tax bills for all services except some recreational services. The Quimby Act (Section 66477, Subdivision Map Act) authorizes cities to require, by ordinance, the dedication of local park acreage, the payment of fees, or some combination of both for park and recreation purposes. The CSD complied with provisions of County of Riverside Ordinance 460, Section 10.35, establishing dedication and fee requirements for new development. The following formulas were used:

Amount of Parkland to be Dedicated = Number of Dwelling Units x Park Ratio.
In Lieu Fee = Number of Acres x Fair Market Value



Source: 1992 General Plan Land Use Survey, City of Murrieta

COS-11

**Open Space
and Recreation Areas**

FIGURE V - 1

Regional Facilities

Plan Area parks and recreation is also influenced by the regional facilities that provide opportunities for Murrieta residents. Regional recreation facilities in close proximity to the Plan Area include, but are not limited to: Lake Elsinore Park, Santa Rosa Plateau (3,000 acre preserve), Lake Skinner Regional Park, Vail Lake, and area golf courses. Although these facilities are not within the Plan Area, they are identified due to their ability to provide recreational and open space opportunities to the City.

Future Parkland Need

Based on a 1990 Plan Area population of approximately 23,641 persons and an existing total park inventory of approximately 125.8 acres, the Murrieta Plan Area currently has a ratio of 5.3 acres of parkland per 1,000 population. With a Land Use Plan target buildout population projection of 103,164 persons, and a required park land/population ratio of 5 acres per 1,000, a total of 515.8 acres of parkland will be necessary, or 390 acres in addition to the current inventory.

If the 8 proposed community parks (Figure V-2) are acquired at an average size of 20 acres, it would yield 160 acres of additional parkland. If each of the 25 proposed neighborhood parks were acquired at an average size of 8 acres, it would yield 200 additional acres. Total additional parkland could be 360 acres. It is assumed that existing parks will be reclassified and renovated as necessary to provide the levels of service needed for the areas they serve.

The community places "City-wide" parks as its highest priority. A City-wide park is 50-100 acres and includes passive, active, and trail head facilities. A total of three City-wide parks is desired. Community and neighborhood park acreages may be aggregated to provide for City-wide parks. Because of this, total acreages for these parks may decrease to provide for the City-wide park.

It is important to note that the Land Use Plan buildout projections identified in the Land Use Element do not include the additional 360 acres of Parks/Recreation lands identified above. The park acreage shown in Figure II-11 only includes existing and approved parks and recreation facilities. Specific locations of future parks are not shown due to inverse condemnation issues. Figure V-2 illustrates general locations of future parks based on service radius assumptions. Future development will have to comply with parkland dedication requirements.

When the new parks and recreation facilities are located and developed, the Land Use Plan buildout projections will change. Since new parkland will be located in lands designated for other uses

(i.e., Single Family 1, Rural Residential, and other categories), there is likely to be a corresponding decrease in dwelling units and/or acreages for other designations. This may also reduce the overall parkland need, given the fact that the population buildout projection may decrease with the reduction of residential units and land area. Based on the assumption of 360 acres of new community and neighborhood parks, plus at least 225 acres in the City-wide parks, actual Plan Area Parks/Recreation lands will be approximately 710 acres.

Community Trail System

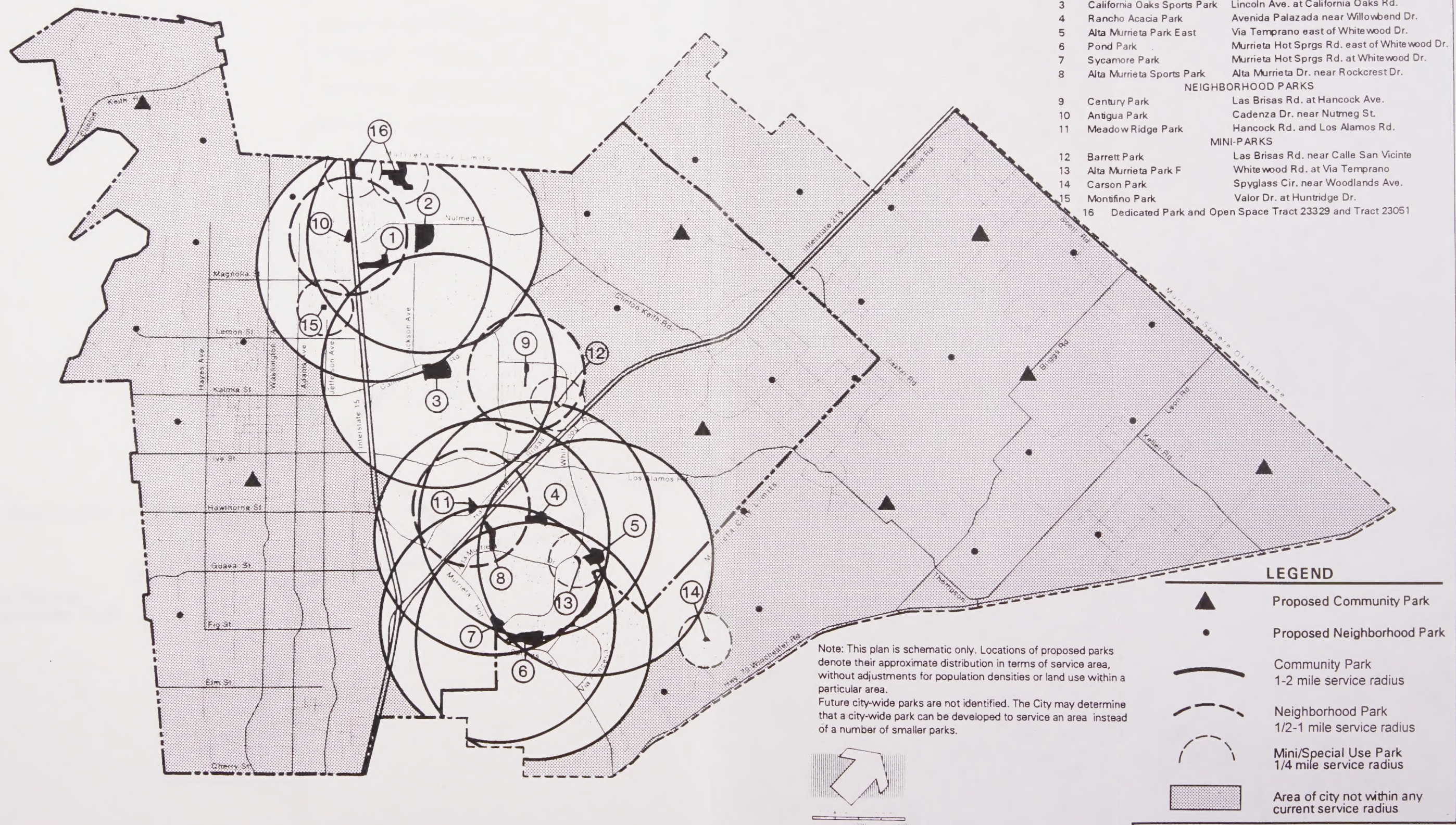
A number of historic trail routes have traversed the General Plan Area, including the Native American Indian Trail, Sonoran Trail, and the Emigrant Trail.

An official community-wide trails system does not exist at this time. A number of historic trail routes have traversed the General Plan Area, including the Native American Indian Trail, Sonoran Trail, and the Emigrant Trail. There are also informal trails currently in use. Residents participating in the General Plan community workshops expressed their desire to have a trail system implemented. Potential trail locations were provided for consideration and are included here. Several regional trail systems propose routes through the General Plan Area. A community-wide trails system should provide for pedestrian, hiking, bicycle, as well as equestrian needs.

The Murrieta General Plan Area has potential locations to serve many of the present and future trail needs of the community. Figure V-3 shows some of the potential roadway, waterway, and multi-use trail locations for consideration. There are a number of informal, local trails which should also be considered. A comprehensive equestrian trail system would be necessary to support future equestrian activities as the community progresses towards buildout of the General Plan. Several regional trail systems propose routes through the Plan Area and should be consulted for coordination.

Trails can be designed as multi-purpose corridors that integrate trail systems with creeks and other water and drainage facilities, utility lines, landscape greenbelts, wildlife corridors/habitats, and other compatible uses. A community-wide trails system should consider connections of park and recreational areas, schools, residential areas and other commonly used destination points.

Linkage to regional facilities and trail systems, as well as those of adjacent communities, is also recommended. Murrieta Creek and Warm Springs Creek are obvious choices for regional trails. Warm Springs Creek could also serve as a valuable wildlife corridor.

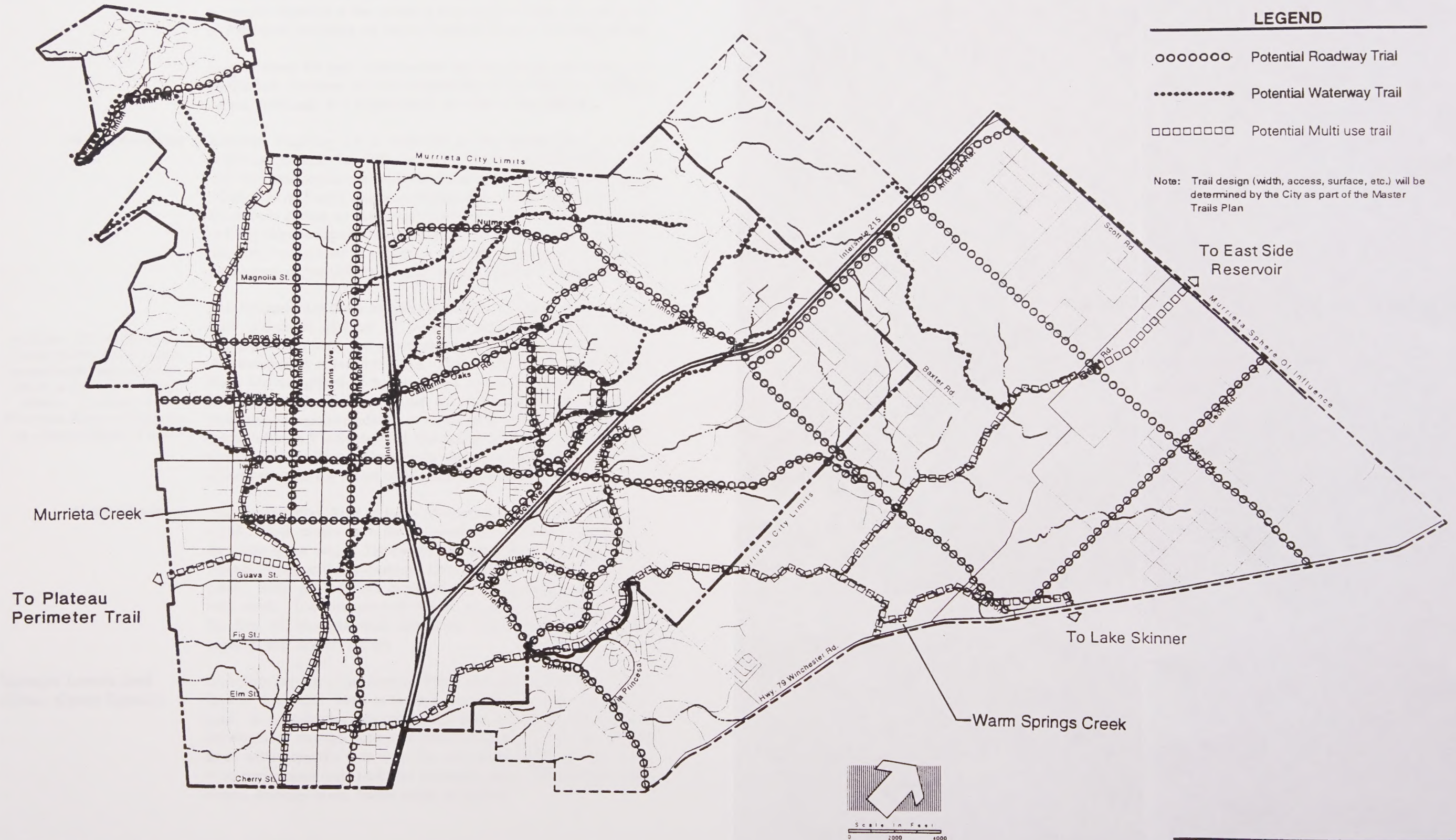


Source: The Lightfoot Planning Group and CSA 143, 1992

COS-15

**Existing and Proposed
Park Locations and Service Areas**

FIGURE V - 2



Source: The Lightfoot Planning Group, 1992

Possible trail destinations outside the Murrieta Plan Area are the Santa Rosa area, Wildomar, Menifee/Sun City area, Lake Skinner, the recreation facilities at the proposed Domenigoni Reservoir, and areas of Temecula, including the Santa Margarita River via Murrieta Creek.

It is necessary for trail classifications and trail design standards to be established. Freeway crossing, separation of trail activities, handicap access, surfacing, and maintenance are other considerations.

Scenic Corridors

Interstate Highway 15 is included in the Master Plan of State Highways Eligible for Official Scenic Highway Designation. The City will need to process a submittal through Caltrans for finalization of the Official Scenic Highway Designation. Interstate Highway 215 is currently shown on the County's Master Plan of Scenic Highways as being eligible for official designation as a County Scenic Highway. The City would need to process a submittal through the County for finalization of the Official County Scenic Highway Designation.

The General Plan Area contains a number of roads which, due to their individual qualities or historical significance, may warrant recognition or even conservation programs to preserve their character. A focused study is recommended. The historic value of Los Alamos Road was recognized by the Murrieta City Council on July 16, 1991. In March of the following year, the Riverside County Historical Commission recommended that a four-mile stretch of Los Alamos Road, between Via Santee and Winchester Road, be designated as a County Historic Route. Community workshops also identified issues of concern with the future of Washington Avenue.

In March, 1992, the Riverside County Historical Commission recommended that a four-mile stretch of Los Alamos Road, between Via Santee and Winchester Road, be designated as a County Historic Route.

Creek Corridors

The General Plan Area includes Murrieta Creek and Warm Springs Creek. Both creeks have the potential to provide recreational trail and open space usage. The two creeks are identified in Figure V-1. Special design and improvement plans should be prepared for each creek. Multi-use trails are expected to be included in the plans for each creek. Also, because both creeks extend beyond the Plan Area, the City of Murrieta must coordinate their efforts with regional agencies and interest groups.

Vacant Lands and Other Open Spaces

Over fifty percent of the General Plan Area can be considered vacant land at this time. Most is in land use transition from agricultural uses. A considerable amount of this land is already committed to development through approved specific plans. Lands may be set aside within specific plan areas for open space purposes other than, or in conjunction with, park and recreation areas. These may include slopes, drainage areas, buffer areas, or habitat.

Agricultural Lands

Murrieta, and the surrounding areas, have an agricultural history that dates back to the herding of mission cattle in the early 1800s. In 1873 Don Juan Murrieta purchased valley land to graze his sheep. Early homesteaders established orchards, raised produce crops, and grew such dryland grains as wheat, oats, and barley. Much of the character of the area that today's residents find attractive is associated with its previous agricultural history.

The amount of farmland has shown a sharp decline in the last thirty years due to a number of factors which contributed to an economically difficult situation for area farms. The most intense pressure in recent years has come from urbanization and the attraction of speculative investment in agricultural land. Much of the open space once dedicated to agricultural uses has either been committed to other land uses or lies dormant as vacant land. At the time of the existing conditions survey, lands which appeared to be involved in agricultural production were noted. For purposes of an open space inventory, only lands held in agricultural preserves under the Williamson Act were considered.

The Riverside County Southwest Area Community Plan (SWAP) designated only 280.9 acres (1%) of the General Plan Area for agriculture. These acres were located in the Sphere of Influence area and coincide with a portion of the parcels enrolled in Williamson Act preserves. The Farmland Mapping and Monitoring Program (FMMP) compiled Important Farmland Maps using eight mapping categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-up Land, Other Land, and Water. This information is included in the Technical Report.

Goals, Objectives, and Policies

Goal COS-1 Water Resources

Conserve and Manage water resources, which include surface waters, groundwater, imported water supplies, and waste water.

Objective COS-1.1

Coordinated Water Management Facilitate the long-term availability of water resources for the community, including the provision of a safe and sufficient water supply and distribution system. Coordinate water resource management with federal, state, and regional agencies.

- Policies** COS-1.1a Support and cooperate in the coordinated management of water resources which may include any of the following concerns:



- watershed management;
- floodplain management;
- groundwater basin management;
- reclamation of water;
- water harvesting;
- water conservation; and
- wetlands.

COS-1.1b Maximize the beneficial uses of all water resources, including storm and lawn runoff and reclaimed water.

COS-1.1c Balance the recreational, environmental, and habitat opportunities associated with water resources.

COS-1.1d Work and cooperate with agencies responsible for the protection of water quality for all waters of the General Plan Area.

COS-1.1e Ensure that all opportunities for the mitigation of environmental impacts are evaluated and optimized in terms of water resources. [for example: creek restoration/mitigation banking.

COS-1.1f Work and cooperate with agencies concerned with the preservation and enhancement of any significant wetland within the General Plan Area.

Objective COS-1.2 *Surface Waters* Conserve and properly manage surface waters within the General Plan Area through the protection of the watershed and natural drainage system.

Policies COS-1.2a Pursue opportunities for establishing waterways as multi-purpose corridors for flood control, recreation, wildlife habitat, groundwater recharge, and utility easements or right-of-ways.

COS-1.2b Preserve Murrieta Creek as a natural, scenic, and recreational corridor, recognizing measures needed for flood control.

- COS-1.2c Preserve Warm Springs Creek as a wildlife and recreation corridor, while accommodating flood control measures.
- COS-1.2d Seek to retain natural drainage courses where health and safety are not jeopardized. Prohibit occupation or obstruction of natural drainage courses. If modifications to these courses become necessary, such as for protection from flood hazards, require improvements to continue natural functions and to convey a natural appearance wherever technically feasible.
- COS-1.2e Alternatives to hard-lined bottoms and side slopes within flood control facilities shall be required where technically feasible. Techniques such as the naturalistic grading of slopes and other landforms, the use of earthen landscaped swales, revegetation, rock rip-rap or rock-lined concrete, if necessary, are preferable to conventional concrete channels.
- COS-1.2f Where technically feasible, channel designs shall maintain normal flows and allow the recharge of soil moisture and underlying aquifers. Pervious channel linings such as ungrouted rock rip rap and vegetation are encouraged. Prohibit the conversion of natural watercourses to culverts, storm drains, or other underground structures except where required to protect public health and safety and to allow necessary road crossings and provide sound engineering design. Revegetation must be addressed in the channel's hydraulic analysis and the design of downstream culverts.
- COS-1.2g Encourage the use of open space and drainage easements, the clustering of new development, and appropriate building setbacks as flood-hazard protection and stream preservation tools.
- COS-1.2h Encourage the use of natural drainage courses as natural boundaries between neighborhoods.
- COS-1.2i Provide support for creek maintenance and protection activities.
- COS-1.2j Seek funds for creek restoration from grant and mitigation programs such as the following:

- Urban Stream Restoration Program;
- Land and Water Conservation Fund Program;
- Habitat Conservation Fund Program;
- Urban Forest Grant Program;
- Non-point Source Implementation Program;
- Environmental Water Program;
- Environmental License Plate Fund;
- Watershed Enhancement Program;
- Water Quality Planning Program; and
- Environmental Enhancement Mitigation Program.

COS-1.2k Preserve Cole Creek as a natural, scenic, and recreational corridor, recognizing measures needed for flood control.

COS-1.2l Coordinate with interested agencies, and pursue the establishment of special preservation and improvement design guidelines for significant creek areas, including Murrieta Creek and Warm Springs Creek.

Objective COS-1.3 *Groundwater* Protect and enhance the local groundwater supply.

Policies COS-1.3a Wherever possible, promote increased aquifer recharge in that portion of the watershed lying within the General Plan boundaries.

COS-1.3b Where possible, the flood control plan for storm waters should encourage the retention of water for percolation into the groundwater to conserve it for future uses and to mitigate downstream flooding.

COS-1.3c Encourage the use of supplementary water supplies for groundwater recharge.

COS-1.3d Protect the groundwater supply from all sources of contamination.

COS-1.3e Ensure that projects located in areas of shallow groundwater protect against discharging contaminated water into the storm drain system by following NPDES permitting procedures.

- Objective COS-1.4** *Thermal Waters* Maintain the hot springs as a community asset.
- Policy** COS-1.4a Seek the protection and enhancement of all existing hot springs.
- Objective COS-1.5** *Reclaimed Water* Encourage the development and utilization of a reclaimed water supply.
- Policies**
- COS-1.5a The use of reclaimed water shall be required, where appropriate and feasible, for parks, golf courses, cemeteries, green belts and other such open space developments which typically use water at comparatively high rates.
 - COS-1.5b Utilize opportunities for open space uses around regional water reclamation facilities and associated percolation ponds.
 - COS-1.5c Minimize encroachment of potential contamination sources around water reclamation facilities and percolation ponds.
 - COS-1.5d Encourage the use of reclaimed water, where appropriate and feasible, as a water source for industrial use and to irrigate large landscaped areas.
- Objective COS-1.6** *Water Conservation Practices* Implement comprehensive water conservation measures as necessary to ensure sufficient water supplies for human consumption, sanitation, and fire protection.
- Policies**
- COS-1.6a Require new construction and development to install water-conserving fixtures and appliances.
 - COS-1.6b Encourage the retrofitting of existing systems with water-conserving fixtures and appliances.
 - COS-1.6c Require new construction and development to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.
 - COS-1.6d Encourage the retrofitting of existing landscapes to incorporate the principles and practices of sound landscape design and management, particularly those conserving water and energy.

- COS-1.6e Utilize the programs and assistance of state and regional water agencies to increase water conservation throughout the community.
- COS-1.6f Encourage, whenever appropriate and feasible, development techniques which minimize surface run off and allow replenishment of soil moisture. Such techniques may include, but not be limited to, the on-site use and retention of storm water, the use of pervious paving material (such as turf block, walk-on-bark, pea gravel, and cobble mulches), the preservation of vegetative covers, and efficiently designed and managed irrigation systems.
- COS-1.6g Where appropriate, require new developments to install dual plumbing systems to provide for the use of reclaimed water.

Goal COS-2 Biotic Resources

Conserve biotic resources in both natural and urban environments.

Objective COS-2.1 *Habitat Protection* Biotic Resources in the Plan Area, including vegetation, wildlife, and all special status species, shall be conserved through the protection of habitats and the mitigation of impacts due to development.

- Policies**
- COS-2.1a Coordinate with regional, state, and federal agencies to achieve common goals for habitat and species conservation.
 - COS-2.1b Encourage donation or exchange of lands with sensitive biotic resources to non-profit environmental organizations or responsible agencies.
 - COS-2.1c Preserve opportunities for establishing waterways as wildlife corridors and encouraging flood control techniques which allow the establishment of habitats. Use other open space corridors or greenbelts to link natural areas where possible. Reestablish important wildlife corridors which may have been damaged.
 - COS-2.1d Ensure that all opportunities for the mitigation of environmental impacts are explored. Encourage the establishment of mitigation banks to protect or restore habitat within the Plan Area.

- COS-2.1e Retention of existing biologically functioning wetlands shall be preferred over replacement with manufactured wetlands.
- COS-2.1f In the review of development projects, assess the total habitat value of a site, rather than simply the presence or absence of special status species.
- COS-2.1g Continue to implement regional habitat conservation programs for endangered species.
- COS-2.1h Pursue the creation of a habitat corridor from Antelope Hills to Murrieta Creek.
- COS-2.1i Develop and create an endangered species habitat data bank.
- COS-2.1j Development projects for major arterials and bridges in the City that would directly or indirectly impact biotic resources as a result of construction or post construction activities shall be designed to ensure that impacts to biotic resources are avoided or adequately mitigated. Consideration of the following issues shall be reflected in the design of such projects:
- Potential for conflicts between active recreational use and areas of wildlife habitat.
 - The impacts of vehicular noise, light and glare on wildlife habitat.
 - Potential for surface water contamination of watercourses and riparian habitat.
 - Plant materials that compliment natural habitat areas and support wildlife.
 - Regional Plans and the need for wildlife corridors.
- COS-2.1k Areas that contain significant natural habitat shall be included in the development and implementation of a wildlife and habitat management plan. The goal of the wildlife and habitat management plan will be to set forth specific development guidelines to ensure the preservation and survival of sensitive, unique, or locally

limited flora and fauna that currently exist in the General Plan area.

- COS-2.11 Wildlife corridors within the General Plan area shall be established and preserved in perpetuity to permit free movement of resident and migratory wildlife and to integrate this free movement with the preservation of General Plan area wetland resources. Such corridors shall include the floodplain of Murrieta Creek, Warm Springs Creek, their associated tributaries and Cole Creek. Plans and projects proposed in sensitive areas shall preserve these major wildlife corridors and identify and preserve in perpetuity additional localized or project-specific wildlife movement corridors identified in the CEQA analysis required for such a project. Such localized corridors shall connect to the corridors associated with Murrieta Creek, Warm Springs Creek, and Cole Creek.
- COS-2.1m Where proposed roadways or roadway improvement projects cross wildlife corridors, project proponents in consultation with the City of Murrieta and CDFG, shall design road crossings to accommodate wildlife corridors and facilitate the free passage of fish and wildlife species.
- COS-2.1n All projects in the vicinity of a natural watercourse shall implement the use of "Best Management Practices" to avoid contamination of riparian habitat from urban stormwater run-off.
- COS-2.1o Establish and implement a "no net loss" wetland policy for the entire General Plan area. Avoidance of wetlands shall be a priority and, when not feasible, impacts shall be kept to a minimum. Compensation shall occur for any loss of wetland acres and/or values to ensure meeting the no-net loss goal.
- COS-2.1p Require the project proponent for each project containing wetlands to conduct a wetland delineation study. Wetland delineation studies shall be conducted by a qualified biologist in conformance with the most current U.S. Army Corps of Engineers methodology. The wetland delineation will be submitted to the Corps for formal verification and the City shall not accept any applications for land use entitlement unless accompanied by a Corps verified wetland delineation report.

- COS-2.1q Prior to the filling or other adverse site modifications of any of the verified delineated waters of the US, an individual permit, written authorization under an existing nationwide permit, or a written response stating that no further action is required, shall be obtained from the US Army Corps of Engineers.
- COS-2.1r Require project proponents, where applicable, to obtain a Streambed Alteration Agreement. The Agreement shall be submitted to DFG at least 30 days prior to the filling or adverse modification of any of the delineated wetland habitats including Murrieta Creek, Warm Springs Creek, and Cole Creek.
- COS-2.1s Require that all wetlands avoided and/or otherwise preserved be dedicated to the City or other appropriate non-profit entity, through covenants enforceable by the City to ensure their maintenance and survival in perpetuity.
- COS-2.1t All project proponents proposing development in SKR habitat areas shall participate in "Section 7" consultation with the U.S. Fish and Wildlife Service. If the City is a member of the HCA, the rules and procedures of the HCA shall apply. Both procedures could allow incidental take under section 10(a) of the Endangered Species Act. Issuance of a 10(a) permit would enable the City to issue development permits resulting in the "incidental take" of SKR, where take is defined as any activity that would harm, kill, harass, or endanger SKR in the course of construction.
- COS-2.1u The City of Murrieta shall pursue joining the Riverside County Habitat Conservation Agency.
- COS-2.1v Areas dedicated as open space and other areas of natural habitat shall be protected from damage by off-road vehicles and other habitat-damaging disturbances such as camping, and unrestricted access by house pets. Areas shall be protected through fencing, signing and policing to indicate that such activities are prohibited.
- COS-2.1w Preserve an open space corridor along Cole Creek connecting to Murrieta Creek and to the areas of designated open space to the south. The corridor shall be

maintained in a natural condition to promote the movement of wildlife.

- COS-2.1x Prior to project approval within Cole Canyon, the City of Murrieta shall require that the project proponent prepare a plant and wildlife management plan. The plan shall be prepared and implemented in cooperation with The Nature Conservancy and reserve managers to conserve and protect biological resources in this area.

Objective COS-2.2 *Supportive Land Use Strategies* Land use and landscape strategies and standards which protect wildlife habitats and important vegetation.

- Policies**
- COS-2.2a Encourage the use of cluster development, large lot districts, and open space and drainage easements to protect stream beds, vegetation, soils and wildlife.
- COS-2.2b Establish adequate buffer areas between sensitive habitats and development. Provide adequate setbacks to protect riparian habitats from roads and structures. To the maximum degree feasible, designate as lands located within 100 feet from the top of bank or outside edge of riparian vegetation or a wetland boundary, which ever is greater, as open space lands. Prohibit grading, structures, planting of exotic plant species, and native vegetation removal within the 100-foot buffer zone. Periodically review minimum riparian area setbacks to determine if setback distances are effective, and revise if necessary.
- COS-2.2c Require the use of sound conservation practices in the management of grading, drainage, protection of soils, protection of wildlife habitat areas, replacement of shrubs and ground covers, and the protection and replacement of indigenous trees.
- COS-2.2d Provide natural areas in urban settings to increase species diversity and provide wildlife viewing opportunities for residents of the City.
- COS-2.2e Require strict covenants, codes, and restrictions for all land owners adjacent to riparian preserves to prohibit the dumping of refuse or yard clippings, the removal of vegetation, or the planting of exotic species within the riparian buffer zone.

COS-2.2f All new project submittals shall be reviewed for their potential environmental impact to biotic resources. Unless a determination is otherwise made by the Planning Department, new projects on vacant land shall have a preliminary "walk-over" field inspection performed by a qualified biologist. Further action regarding biotic resources shall be consistent with the City's CEQA Guidelines.

COS-2.2g Evaluate proposals for new development in high fire hazard areas for their potential impact on natural habitat resulting from brush clearance. Where significant impacts are likely to occur mitigation measures shall be provided to avoid or off-set such impacts.

Objective COS-2.3 *Landscape Quality* Develop programs to protect, enhance, and increase the amount and quality of the landscape to maximize aesthetic and environmental benefits.

Policies COS-2.3a Identify and protect the characteristics and qualities of the landscape that are valued by the community and comply with local, state, and federal regulations for habitat preservation.

COS-2.3b Establish density and development standards that protect and reflect the character and quality of existing neighborhoods and minimize the loss of landscaped area.

COS-2.3c Survey existing street trees and other specimen trees throughout the community. Identify and protect those with historic or visual significance.

COS-2.3d Establish a street tree program which identifies appropriate varieties, required sizes and spacing, maintenance/replacement standards, and planting schedules.

COS-2.3e Require any new landscaped areas requiring permits to respect and incorporate the distinctive elements of the existing community landscape, including the retention of existing on-site trees, to the maximum extent feasible.

COS-2.3f Develop standards, procedures, and guidelines for sound landscape design and management.

COS-2.3g Encourage and support community efforts to enhance the landscape.

Goal COS-3 Land Resources

Soil conservation, watershed protection, the preservation of significant landforms, and the responsible management of mineral resources.

Objective COS-3.1 *Landform Protection* Maximize protection of topographic resources for the benefit of the community, maintaining their valuable visual and landmark qualities.

- Policies**
- COS-3.1a Develop alternative engineering standards which use the natural topography to advantage.
 - COS-3.1b Protect the vegetative cover on slopes and hillsides and discourage any surfacing which unnecessarily increases run-off.
 - COS-3.1c Develop alternate street standards appropriate for hillside locations.
 - COS-3.1d Site new infrastructure on hilltops/hillsides only when alternative sites are not available.
 - COS-3.1e Control development on prominent ridgelines and hillside viewsheds to maintain the visual integrity of the landform and reduce negative aesthetic impacts.
 - COS-3.1f Review site planning and architectural design for compatibility with the surrounding landscape.
 - COS-3.1g Require lands which exhibit unique or significant topographic features and ridgelines to maintain those features.
 - COS-3.1h An erosion and sediment control plan shall be implemented for the grading and construction phases of new development projects, with particular attention given to projects proposed in areas with slopes over 25 percent. In accordance with City guidelines, specific erosion control measures should be designed by the project team and reviewed by the City prior to issuance of a grading or construction permit. Erosion control measures may include:

- minimizing land disturbance;
- limiting grading during the wet season;
- sprinkling exposed soil during grading;
- immediate revegetation of cut and fill areas; and
- employment of structural erosion and sediment control measures such as silt fences, straw bales, perimeter ditches or similar techniques when grading extends into the wet season.

COS-3.1i The City shall conduct a study to identify and map significant ridgelines, knolls, canyons and other topographic features that warrant preservation.

COS-3.1j Until the time that guidelines, ordinances, and plans are developed to protect hillsides, ridgelines, creeks, historic districts and scenic highways or roadways, interim procedures shall be put in place to ensure that proposals potentially affecting these areas are thoroughly reviewed and conditioned to eliminate significant impacts.

Objective COS-3.2 *Preservation of Significant Slopes* Identify and preserve significant slopes (slopes equal to, or greater than, 50%, with a vertical rise of 30 feet or more) and limit disturbance of slopes of 25% or more.

Policies COS-3.2a Preserve significant slopes equal to or exceeding 50% (2 horizontal units to 1 vertical unit), with a vertical rise of 30 feet or more.

COS-3.2b Apply conservation standards that limit grading to the minimum extent necessary and minimize vegetation removal in areas of slopes equal to or exceeding 25%, and reduce negative aesthetic impacts of such grading/vegetation removal.

COS-3.2c Designate a Hillside Overlay Zone or District and adopt an ordinance to regulate development and grading in hillside areas. At a minimum, the ordinance shall provide grading, landscape, and building regulations and special review procedures, as well as identifying areas for preservation.

COS-3.2d Require projects to perform site specific slope analysis, identifying slopes in the following ranges: 0-25%; 25-50%; and greater than 50%.

COS-3.2e Significant areas with slopes of 25 percent or over shall be considered unsuitable for types of development which require extensive grading or land disturbance.

Objective COS-3.3 *Soil and Mineral Resources* Protect the soil and mineral resources of the Plan Area.

Policies COS-3.3a Minimize soil erosion through control of flooding and sedimentation.

COS-3.3b Direct growth away from areas containing fragile or erosion-prone soils.

COS-3.3c When making land use decisions, consider the location and reclamation of mines, undeveloped mineral deposits, and related activities.

COS-3.3d Recognize the value of existing mining areas and facilities. New land uses locating adjacent to existing mining operations shall be responsible for buffering against potential land use conflicts.

COS-3.3e Ensure the reestablishment of vegetation to protect exposed soils and the use of native plantings to protect and restore floodplain soils.

COS-3.3f All projects involving grading in the vicinity of a natural watercourse shall implement the use of "Best Management Practices" to control erosion during all construction activities.

Goal COS-4 Energy Resources

Responsibly managed and conserved energy resources.

Objective COS-4.1 *Alternative Energy Sources* Promote alternative forms of energy sources and new technologies.

Policies COS-4.1a Encourage the development and use of renewable energy sources such as solar, wind, and geothermal within the Plan Area.

COS-4.1b Encourage the use of energy efficient technology in all new and retrofitted development. Such technology may include energy efficient building designs, efficient

lighting systems, and the use of energy efficient appliances.

COS-4.1c Encourage the reuse and recycling of products and materials.

COS-4.1d Encourage reduced vehicle trips through parking incentives, car pooling, mass transit opportunities, and expanded use of telecommunications.

COS-4.1e Pursue the development of a comprehensive energy plan for Murrieta. Any future plan should include provisions for the use of solar panels, fuel efficient public vehicles, and the promotion of energy efficiency and conservation.

Objective COS 4.2 *Energy Conservation* Conserve existing energy resources.

Policies COS-4.2a Decrease dependence on nonrenewable energy sources such as electricity, natural gas, and transportation fuels by applying energy conservation techniques in public facilities. Appropriate conservation concepts include improved technology, the reduction of unnecessary use, and the conservation of related resources.

COS-4.2b Implement Title 24 Building Energy Standards for residential, commercial, institutional, and industrial structures through the process of issuing building permits.

COS-4.2c Promote utility-sponsored conservation programs for the community.

COS-4.2d Implement the proposals of the Regional Air Quality Management Plan (AQMP) and the Air Quality Element of the Murrieta General Plan.

COS-4.2e Develop and implement an Integrated Waste Management Program, in compliance with state law.

Goal COS-5 Cultural/Historic Resources

Protect and enhance cultural and historic resources and develop those opportunities which will serve the cultural needs and identity of the community.

Objective COS-5.1 *Civic and Cultural Facilities* Develop civic and cultural arts facilities that accommodate the cultural activities and administrative functions of the community.

- Policies**
- COS- 5.1a Explore options for creating a civic center complex within or in close proximity to the Historic Murrieta district.
 - COS-5.1b Establish a library for the community of Murrieta.
 - COS-5.1c Support the establishment of museums and galleries within or near the Historic Murrieta district.
 - COS-5.1d Encourage the creation of a senior citizens center.
 - COS-5.1e Promote Murrieta as a location for institutions of research and higher education.
 - COS-5.1f Encourage the creation of a youth activity center.
 - COS-5.1g Require new developments to contribute fees to the City Library to offset project demand on library services.

Objective COS-5.2 *Archaeologic/Paleontologic/Historic Preservation* Preserve Murrieta's paleontologic and archaeologic resources, as well as historic sites, structures, and landscape features as a legacy from the City's past and as unique characteristics that shape the community's identity.

- Policies**
- COS-5.2a Produce, adopt, and update a Historic Resources Inventory. A comprehensive survey of historic resources within the General Plan Area, conducted in conformance with State survey standards and guidelines, shall provide the basis for the inventory.
 - COS-5.2b Promote the designation of eligible resources to the National Register of Historic Places, the State Landmarks Program, the State Point of Historic Interest Program, and the County Landmarks Program.
 - COS-5.2c To the extent feasible, preserve historically and architecturally significant sites, structures, and landscape features throughout the community and encourage appropriate adaptive reuse of historic structures and sites in order to prevent disuse, disrepair, and demolition.
 - COS-5.2d Adopt a Historic and Scenic Preservation Ordinance that provides for the preservation of historic resources within the General Plan Area. The ordinance shall permit the alteration, demolition, and/or moving of historic structures and features after the issuance of a Certificate of Appropriateness and/or a Certificate of Hardship.

- COS-5.2e Establish a Murrieta Historic and Scenic Preservation Commission whose responsibilities shall be defined in the City Historic and Scenic Preservation Ordinance.
- COS-5.2f Issue design and development guidelines that address historic and scenic character districts, historic sites, structures, roads, and other landscape features. These guidelines shall guide public works projects, infill development, and such elements as signage and landscaping.
- COS-5.2g Adopt plans to preserve Historic Murrieta and the Los Alamos Historic Corridor area. Identify characteristic features and develop guidelines for infill development. Equestrian, bicycle, shuttle van, and pedestrian access shall be encouraged. [See also Land Use: Special Areas]
- COS-5.2h Encourage the development of programs to educate City officials, employees, and citizens about the historic resources of the General Plan Area.
- COS-5.2i Encourage active community involvement in the development and implementation of historic preservation.
- COS-5.2j Recognize the importance of Native American resources to our understanding of the past and ensure the identification and protection of these resources within the City of Murrieta. Inform and educate the citizens of Murrieta regarding the identification and preservation of Native American resources in their community.
- COS-5.2k Research the feasibility for establishing a museum/repository to archive and display the archaeologic and paleontologic resources found in the City.
- COS-5.2l To protect significant cultural resources in the City, the Planning Department should, as part of the environmental review process, forward descriptions of proposed projects to the Eastern Information Center (EIC) at U.C. Riverside for an assessment to determine resource significance and the need for any mitigation (i.e. surveying, testing, data recovery, or monitoring).
- COS-5.2m In order to protect paleontologic resources in the City, projects located within the High Sensitivity area shown on the Paleontologic Sensitivity Map that would involve

grading of previously undisturbed parcels (i.e. no excavation or trenching) should be required to prepare and complete a standard paleontologic resource mitigation program. For projects located within the area designated Undetermined Sensitivity a field survey conducted by a qualified paleontologist should be required to determine if resources would be impacted by excavation. If the potential for impacts on paleontologic resources exists, a standard paleontologic resource mitigation program would be prepared and completed.

COS-5.2n In the event that any archaeological or paleontologic resources are discovered during site excavation or construction, all activities affecting the site shall cease, and the contractor shall contact the City Planning Department. The Planning Department shall follow environmental review procedures to determine significance of the resources and appropriate mitigation measures.

Objective COS-5.3 *Landscape Features* Recognize, identify, and protect landscape features for their cultural and historic value.

Policies **COS-5.3a** Inventory historic landscape features including roads, trails, trees, groves, gardens, open spaces, ridges, boulders, creekbeds, and viewsheds.

COS-5.3b Where appropriate, incorporate historic landscape features into City parks, parkways, historic districts, scenic character districts, and a system of historic open space linkages.

COS-5.3c Develop a historic and scenic road program that designates appropriate roads within the General Plan Area, identifies their major features, and specifies distinctive road standards. The program shall be developed in cooperation with local residents and community interest groups.

Goal COS-6: Rural Character

Preserve, enhance, and maintain the rural character of appropriate areas.

Objective COS-6.1 *Rural Character* Preserve and enhance features contributing to the rural and equestrian character of the community.

- Policies**
- COS-6.1a Designate General Plan Areas for rural and equestrian residential land uses.
 - COS-6.1b Identify and preserve outstanding rural features in areas which will undergo development. Encourage the incorporation of local characteristics and rural elements into the design and siting of new development.
 - COS-6.1c Encourage equestrian activity within master planned developments by permitting facilities such as stables, corrals, and riding trails in common area facilities.
 - COS-6.1d Identify General Plan Areas that have unique rural/non-urban characteristics and develop design guidelines for new development and infrastructure. The guidelines should include, but are not limited to, the use of rural road standards, right of way treatments (wood rail fencing), signage, building materials, and architecture.

Goal COS-7 Park and Recreation

Provide open spaces of sufficient quality and quantity to serve both the active and passive recreational needs of the community.

Objective COS-7.1 *Master Park System* Develop and maintain a well-balanced master park system that will provide recreation opportunities for all residents of the community.

- Policies**
- COS-7.1a Establish and maintain a per capita acreage standard of 5 acres of local parkland per 1,000 population.
 - COS-7.1b Develop parks to provide three levels of service for the community, with City-wide Parks as the highest priority:

City-wide Parks shall be geographically located to be accessible to all areas of the City and Sphere. Three parks are desired, each of which is generally 50 to 100 acres in size. These parks shall accommodate City-wide activities and may include swimming pools, lighted game fields, community buildings, picnicking, passive uses (if at least 60 acres or more in size), and trail heads. Adequate parking and safety features are required.

Community Parks shall accommodate community-wide activities and may feature swimming pools, large game fields, night lighting, community buildings, and sizable

areas for picnicking and passive uses. Community parks may also encompass natural features such as rivers or lakes or cultural resources such as historic sites and structures. This park type requires service by transportation routes and adequate parking. An appropriate size for this park is twenty acres or larger of level, usable area.

Neighborhood Parks shall be geographically located to be easily and safely accessible to a particular neighborhood by bicycle or walking. These parks may be general use parks or park-school facilities that serve active recreational needs. Neighborhood parks may feature game fields, courts, playground areas, wading pools, picnic facilities, and passive lawn areas. They may vary considerably in size, but a recommended range is from seven to twenty acres of level, usable area.

- COS-7.1c Reclassify existing parks into standard categories and renovate as necessary to provide the recreation facilities and opportunities needed for the areas they serve.
- COS-7.1d Distribute park land such that all geographic areas of the City will be located within the service radii of local parks. The following service areas are recommended standards for local parks:
 - City-wide Park City-wide service area
 - Community Park 1 to 2 mile service radius
 - Neighborhood Park . . . 1/2 to 1 mile service radius
- COS-7.1e Develop active community sports parks throughout the community.
- COS-7.1f Minimize conflicts between parks and surrounding land uses.
- COS-7.1g Encourage the establishment of youth activity centers within parks.
- COS-7.1h Adopt a ten-year Park and Recreation Master Plan which includes facility and park development standards, methods for park acquisition and development, and procedures for park and recreation fees and dedications. The Plan shall identify the location of potential park land areas, as well as the current and projected park and

recreation needs of the community. Review the Park and Recreation Master Plan on an annual basis.

COS-7.1i Integrate the park system with a comprehensive system of trail linkages, including regional facilities.

COS-7.1j Cooperate with federal, state, and county agencies to provide regional open space and recreation facilities for local residents.

Objective COS-7.2 *New Development* Develop additional open space, parkland, recreational facilities, and trails correlated to the opportunities and demands of new development:

Policies COS-7.2a New development shall implement the requirements as specified in the Park and Recreation Master Plan.

COS-7.2b Require, by ordinance, the dedication of local park acreage, the payment of fees, or some combination of both for park and recreation purposes, as authorized by the Quimby Act (Section 66477, Subdivision Map Act).

COS-7.2c Require all new residential development, whether a subdivision is required or not, to provide for local park and recreation facilities at a rate equivalent to the established acreage per capita standard of 5 acres per 1,000 population.

COS-7.2d Encourage proposals for new development to offer significant areas for recreation, trails, scenic, and other open space uses. Clustered development, land dedication to the City or an open space agency, dedication or purchase of conservation easements, and, in unique situations, the transfer of development rights are potential methods of retaining open space areas.

COS-7.2e Recreational opportunities provided by new development shall not encourage or induce trespass on adjacent private lands.

COS-7.2f Attached residential development projects that exceed established target densities shall provide on-site common usable open space and recreational facilities. Such projects may receive partial credit against their park dedication and development fees.

- COS-7.2g Proposed new development shall be reviewed to determine potential park sites, consistent with Figure V-2.
- COS-7.2h Encourage the development of private and commercial recreation facilities.
- COS-7.2i Residential developments shall financially contribute to the city's parkland development, consistent with an established Parkland Development Fee Ordinance, or construct the necessary parkland improvements.

Objective COS-7.3 *Conservation of Park Resources* Effectively conserve and utilize park resources.

- Policies**
- COS-7.3a Wherever feasible, park facilities shall protect, conserve, and utilize resources of unique character and value for the community, including significant scenic and visual resources, cultural/historic resources, as well as such natural resources as water features, wildlife habitats, and native vegetation.
 - COS-7.3b Wherever feasible, park facilities shall conserve and responsibly manage all water, land, and energy resources.
 - COS-7.3c Where feasible and desirable, the managing public agency providing park and recreation services should enter into agreements and joint ventures with other agencies in order to provide more activities, programs, and maintenance, avoid duplication of effort, and to ensure the most efficient use of taxpayer's monies.
 - COS-7.3d Seek out and aggressively pursue all forms of federal, state, private foundation, and endowment support to assist in acquisition, development, and programming of park and recreation resources.
 - COS-7.3e Encourage neighborhood groups, organizations, clubs, and businesses to take a greater interest and financial responsibility in the improvement of the park and recreation system through the donation of goods, services, and financial support.
 - COS-7.3f Actively seek cooperation with school districts in the location of future school sites to allow for adjacent park acquisition and subsequent park/school complexes.

Objective COS-7.4 *Accommodations for Special Needs* Public recreation areas shall provide access and accommodations to persons with special needs, such as physical restrictions and disabilities and all age groups.

Policies COS-7.4a Playgrounds shall be designed to provide reasonable safety, variety, and challenge and to integrate the activities of children with and without disabilities.

COS-7.4b Require existing and new facilities to comply with the Americans with Disabilities Act of 1990.

COS-7.4c Provide programs and facilities to serve senior citizens and the disabled in the Plan Area.

Objective COS-7.5 *Off-Highway Vehicle Use* Regulate Off-Highway Vehicle use to allow recreational enjoyment while protecting sensitive natural resources.

Policies COS-7.5a Prohibit the use of off-highway vehicles for recreational purposes on land other than one's own, except in a designated area or on existing roads where such use is permitted.

COS-7.5b Provide sufficient guarantees to assure all permit stipulations are adhered to for all sanctioned off-highway vehicle events.

COS-7.5c Allow no off-highway vehicle use in inappropriate areas, including those which provide habitat supporting special status plant or animal species or those areas containing fragile or erosion-prone soils.

Goal COS-8 Community Trail System

Develop and maintain a comprehensive community-wide system of trails that complements both local and regional trail systems.

Objective COS-8.1 *Trail Objectives* Provide trails for pedestrian, hiking, bicycle, and equestrian needs. Create trails for a variety of trail experiences and educational opportunities where possible.

Policies COS-8.1a Accommodate all compatible uses on a single trail where feasible and where the safety and security of all users can be protected.

- COS-8.1b Develop and maintain trailhead access points for all primary trails with facilities appropriate to uses on the trail (hiking, equestrian use, bicycling, and mountain bicycling).
- COS-8.1c The community-wide trails system should consider connections of park and recreational areas, schools, residential areas and other commonly used destination points.
- COS-8.1d Provide trail access to the community's natural, scenic, and cultural resources. Incorporate interpretive areas into the trail system to increase public awareness and foster community identity. These resources include:
- major scenic features
 - native plant communities
 - historic sites and structures
 - interpreted archaeological and paleontological sites
 - areas of geological interest
 - significant local landforms
 - creeks and reservoirs
 - wildlife habitats
- COS-8.1e Connect trails to regional trail systems, including the Santa Rosa Perimeter Trail, and provide linkages to regional recreational facilities and adjacent communities.
- COS-8.1f Whenever feasible, integrate the community trails into multi-use corridors that include such other uses as creek and drainage facilities, utility lines, landscape greenbelts, wildlife corridors/habitats, and other compatible uses. Trails along river and stream corridors shall be sited and designed to avoid impacts to riparian vegetation, wildlife, and water quality.
- COS-8.1g Encourage the use of volunteers and volunteer organizations to assist in development, operations, maintenance, and education activities related to trails.
- COS-8.1h Pursue the establishment of a Master Trails Plan, which identifies locations, funding mechanisms, improvement requirements, and uses of trails.

Objective COS-8.3 *Route Studies* Prepare route studies which define and locate existing and future trail routes within prescribed study areas.

Policies COS-8.3a Route studies shall identify and analyze trail opportunities and constraints, local issues and concerns, public need, and applicable standards and regulations for the study area.

COS-8.3b Route studies shall be incorporated into, or developed in conjunction with the Master Trails Plan, and serve as the basis for acquisition of trail land.

Objective COS-8.4 *Trail Acquisition* Acquire trail easements or rights-of-way through purchase or dedication.

Policies COS-8.4a Work with local, county, state and federal agencies, interest groups, and private landowners in an effort to promote an interconnecting regional trail system, and to secure trail access through purchase, easements, joint use agreements, or by other means.

COS-8.4b Use lands already in public ownership or proposed for public acquisition, such as rights of way for flood control channels, for trails wherever possible.

COS-8.4c Use active and abandoned road, utility, and railroad rights-of-way for non-vehicular circulation when feasible.

COS-8.4d Require proposed development adjacent to trail systems to dedicate land for trail-head access points. Existing right-of-way and surplus public properties should be utilized for these staging areas whenever possible.

COS-8.4e Consider the opportunities and constraints of current land uses in trail alignment, design, and uses.

COS-8.4f Acquire land for trails by methods other than direct purchase by the City whenever possible. This may include application for funds from grant and mitigation programs such as those offered by the California Department of Parks and Recreation and the California Department of Water Resources.

COS-8.4g Maintain a current status map of all existing and proposed dedicated public trails and easements.

Objective COS-8.5 *Trail Standards* Establish trail standards within the Master Trails Plan to serve as a general guide for trail development.

- Policies**
- COS-8.5a General standards may be superseded by site-specific requirements or by the standards of managing agencies other than the City.
 - COS-8.5b Use these standards to provide trails and access, to the maximum extent feasible, for trail users of all abilities and all ages, including the physically and visually disabled.
 - COS-8.5c Define trail types in terms of trail hierarchy, terrain, and type of use. Include criteria for integrating trails into multiple-use corridors.
 - COS-8.5d Define location, design, and maintenance standards for each trail type. Specify safety requirements and necessary construction details.

Goal COS-9 Additional Open Space

Preserve open space areas that protect community resources and the community's health and safety.

Objective COS-9.1 *Protection of Health and Safety* Use open space areas to protect public health and safety.

- Policies**
- COS-9.1a All dedicated open space or undeveloped areas shall meet design specifications for fire safety.
 - COS-9.1b Preserve as open space any area that is determined necessary to prevent the unnecessary destruction of property or for the protection of public health and safety, such as earthquake fault zones, flood plains, or those necessary for fire breaks or fuel load reduction.

Objective COS-9.2 *Multiple Uses* Promote multiple uses of open space areas wherever possible.

- Policy**
- COS-9.2a Explore potential multiple uses of trails such as utility easements, transportation corridors, habitat areas, wildlife corridors, streams, greenways, buffer areas, parks, cultural resources, historic resources, scenic resources, agriculture, flood control, and groundwater recharge.

Objective COS-9.3 *Non-residential Development* Open space areas within non-residential development.

COS-9.3a Encourage the creation of active and passive open space areas and facilities within non-residential developments.

COS-9.3b Incorporate open space requirements into master planned commercial and industrial developments.

Objective COS-9.4 *Agriculture* Encourage conservation of existing viable agricultural lands and related land uses within the General Plan Area.

Policies COS-9.4a Encourage productive agricultural uses within Rural Residential and Equestrian Residential designations, including but not limited to, greenhouses, nurseries, livestock, and other agricultural activities.

COS-9.4b The City will pursue the use of Williamson Act benefits on agricultural lands.

Objective COS-9.5 *Scenic Resources* Protect and enhance the community's unique scenic resources.

Policies COS-9.5a Define the location of Scenic Corridors within the community. Specify corridor widths and setback requirements for structures.

COS-9.5b Establish grading and landscape standards for development within Scenic Corridors to provide a natural appearance and enhance views from the path of travel.

COS-9.5c Develop sign ordinance standards for new and existing uses within Scenic Corridors.

COS-9.5d Pursue processing of Interstate Highways 15 and 215 for Scenic Highways Designation with both the State and County.

COS-9.5e Preserve the integrity of rural roads of local significance, such as Los Alamos Road, and integrate them with future land uses.

COS-9.5f Require, where feasible, the underground location of utilities for projects requiring discretionary or ministerial action.

COS-9.5g Support the architectural enhancement of bridges over Murrieta Creeks as a scenic resource.

Implementation of the Conservation and Open Space Element

The Conservation and Open Space Element is a policy document that requires the on-going effort and actions of many segments and levels of the community to implement. Certainly, the cumulative actions of the Planning Commission and City Council, as major decision-making bodies, play an important role in its implementation. Other responsible parties include such City departments as the Planning Department, Building Department, Public Works, and Community Service District, whose day-to-day decisions are guided by the public policies stated in this document and the actions of the Park and Recreation Commission.

The business and development community will do a fair share of the implementation as they incorporate plan policies into their various interests and projects. The citizens themselves, especially those who actively participate in civic organizations, attend hearings, and serve on committees and commissions, provide a great deal of the input necessary to translate policy into the physical form of their City. It can be said then, that the implementation of the Conservation/Open Space Element, as well as the entire General Plan for the City of Murrieta, is ultimately the responsibility of the entire community.

The Conservation/Open Space Element covers a broad scope of issues and topics, and it follows that the implementation of this Element will require an equally broad range of implementing tools. A complete listing may overwhelm a new city still in the process of forming its foundations. However, many of these tasks will filter through established processes, such as the matrix of developmental review, permitting, and environmental review (CEQA). Certain policies call for the establishment of local legislation such as the Historic and Scenic Preservation Ordinance for example. Other policies will be carried out as the City participates in regional management programs such as the Western Riverside Council of Governments, the Santa Margarita River Coordinated Management Program, or regional multi-species planning efforts.

The development of programs (street tree program), plans (energy and waste management plans), as well as standards and guidelines (hillside management guidelines, landscape guidelines and standards) will also be necessary for implementation of Conservation/Open Space policy.

To attain some of the goals and objectives stated in this Element, those providing for the park and recreation needs of the community, for instance, will require the use of many different tools. These

include the Murrieta Development Code, the adoption of a Park and Recreation Master Plan, the establishment of a variety of parkland standards, cooperation with federal, state, and county agencies, the procurement of park and facility funding and other methods of parkland acquisition, as well as community interaction and cooperation.

The implementation of the trail system requires the preparation of a Master Plan, which includes route studies, development of trail standards, trail acquisition through purchase or dedication, coordination with regional systems, and likely much contribution of time and effort by Murrieta citizens. Community involvement may ultimately be used in any number of implementation programs: tree planting, creek restoration, historic preservation, and the establishment of a community-wide trail system.

Whatever the combination of actions and programs used, the community values embodied in these statements of public policy will take form and shape over the years as they become an integral part of the City of Murrieta.

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SAFETY ELEMENT

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VI. SAFETY ELEMENT

Introduction

The Safety Element enables the City to assess the potential risk of natural or man-made hazards and proposes procedures and design measures to reduce personal and property damages which may result from a disastrous event. The information contained in this Element can also be used to avoid or minimize exposure to potential hazards by providing data and policy input to support the land use decision making process.

Purpose and Authority

California Government Code Sections 65300 and 65302 require every city and county to develop and adopt a "comprehensive, long-term general plan for the physical development of the community." Section 65302(g) specifies that the plan shall include a "safety element for the protection of the community from any unreasonable risks associated with the effects of seismically-induced surface rupture, groundshaking, ground failure, tsunami, seiche, and dam failure; slope instability,... subsidence and other geologic hazards...; flooding, wild land and urban fires."

Summary of Existing Conditions

Background

The following information provides a summary of the most significant public safety issues that face the City of Murrieta. These issues, discussed in their entirety in the City of Murrieta Master Environmental Assessment (MEA) and Technical Report, are the main focus of the policies provided in this Element.

Geology

The City of Murrieta encompasses approximately 26 square miles within southwest Riverside County. The entire Plan Area includes over 44 square miles. The City is located in the Peninsular Ranges Geomorphic Province, which extends north from Baja California to the San Gabriel Mountains. The Santa Ana Mountains and the Santa Rosa Plateau are located directly to the west, the Santa Margarita and

Agua Tibia Ranges are to the south, and the San Jacinto ranges lie approximately 35 miles to the east. The elevations within the Plan Area range from approximately 1,030 feet in the Temecula Valley to 2,120 feet in the rolling hillsides to the north, and to 1,620 feet in the steep hillsides of Slaughterhouse Canyon in the west of the study area.

The Murrieta area is immediately underlain by alluvial deposits of Holocene Age, while the surrounding hills primarily consist of sedimentary bedrock of the Pleistocene Age. The three geologic formations underlying the City are listed below.

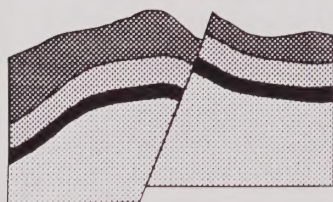
- Pauba Formation (Qps);
- Alluvium (Qal); and
- Landslide Deposits (Qls).

Soils

The majority of the City is underlain by the following five soil types:

- Cajalco-Temescal-Las Posas association;
- Friant Lodo-Escondido association;
- Cieneba-Rock land-Fallbrook association;
- Hanford-Tujunga-Greenfield association; and
- Monserate-Arlington-Exeter association.

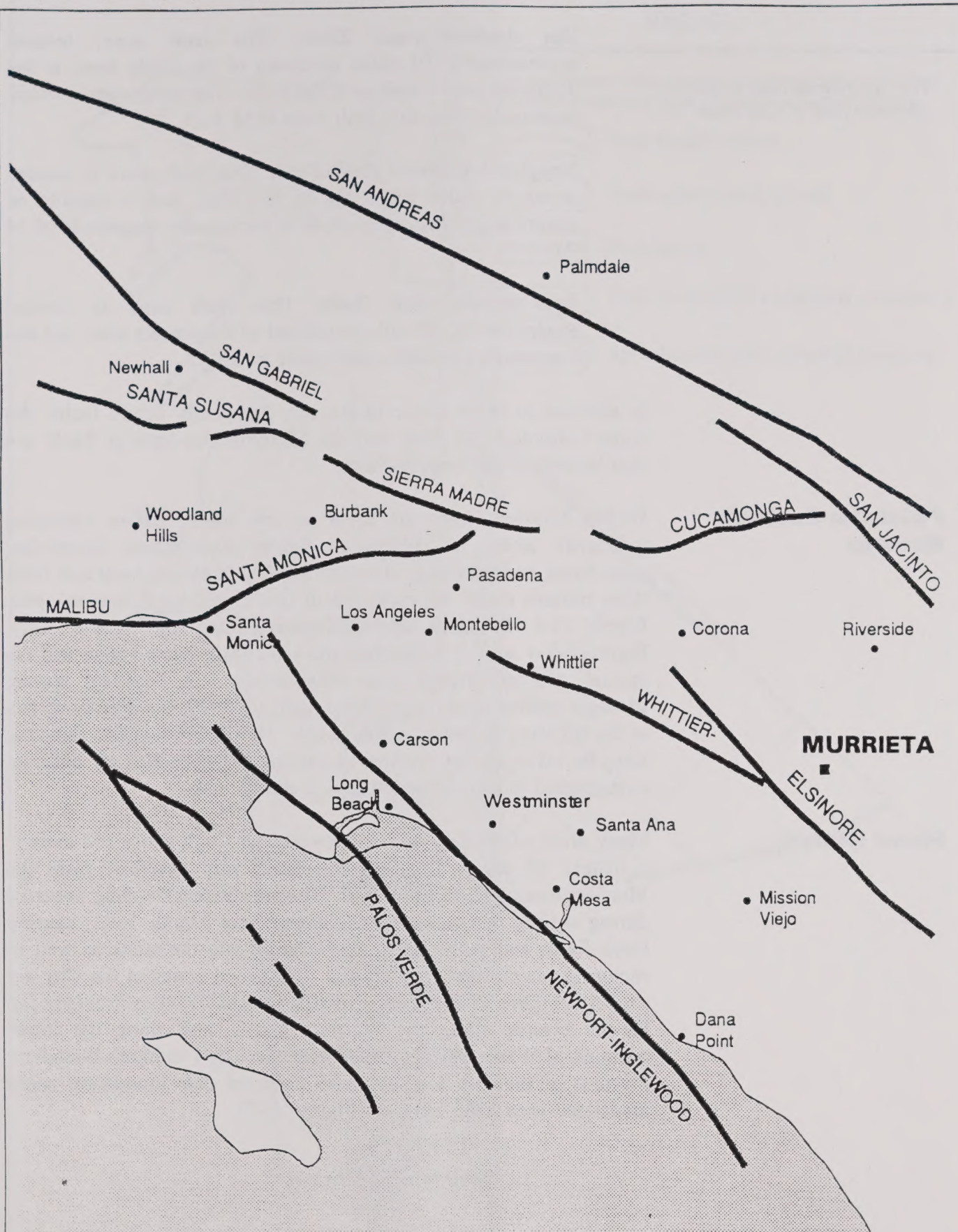
Active Faults



Active faults are defined as those which have had surface displacement within Holocene time (about the last 11,000 years). Such displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, the alignment of depressions, sag ponds, fault troughs and saddles, and the existence of markedly linear steep mountain fronts. Regional fault locations are illustrated in Figure VI-1. Figure VI-2 shows where the Alquist-Priolo Special Studies Zones are located in Murrieta. The most significant known active faults in the vicinity of the City include:

Elsinore Fault Zone: The Fault Zone, which includes the Wildomar and Wolf Valley Faults, passes through the City to the west of Interstate 15. The fault zone is capable of generating an earthquake in excess of Richter Magnitude (M) 6.0.

Wildomar Fault: The fault runs northwest/southeast and is located in the City approximately 2,000 to 4,000 feet west of Interstate 15. The areas adjacent to the fault are within a "Special Studies Zone" as designated under the Alquist-Priolo Special Study Zone Act of 1972.



Regional Fault Locations

The San Andreas Fault is the dominant fault in California.

San Andreas Fault Zone: This fault zone, located approximately 50 miles northeast of the study area, is the dominant active fault in California. The maximum credible earthquake from this fault zone is M 8.25.

Newport-Inglewood Fault Zone: This fault zone is located about 36 miles southwest of the City, and is capable of generating a maximum credible earthquake magnitude of M 7.0.

San Jacinto Fault Zone: This fault zone is located approximately 30 miles northeast of the project area, and has a maximum credible earthquake of M 7.5.

In addition to these active faults, two potentially active faults, the Agua Caliente Fault Zone and the Murrieta Hot Springs Fault, are also located in the Murrieta area.

Potential Geologic Hazards

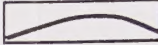
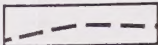
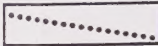
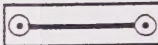
Within Murrieta there are areas at risk from: surface rupturing (primarily along the Wildomar Fault), liquefaction, landslides, subsidence, and fissuring. Areas of the City known to be at risk from these hazards (with the exception of landslides) have been mapped. Figure VI-3 illustrates the liquefaction hazard zone in the City. Figures VI-4 and VI-5 illustrate the subsidence hazard zone and the special geologic report zone respectively. A Murrieta special geologic studies zone report, dated April 17, 1992, is currently on file at the Building & Safety Department. The report suggests remedial steps be taken during grading operations. Unconsolidated alluvium is suggested to also be added as a cause for risk.

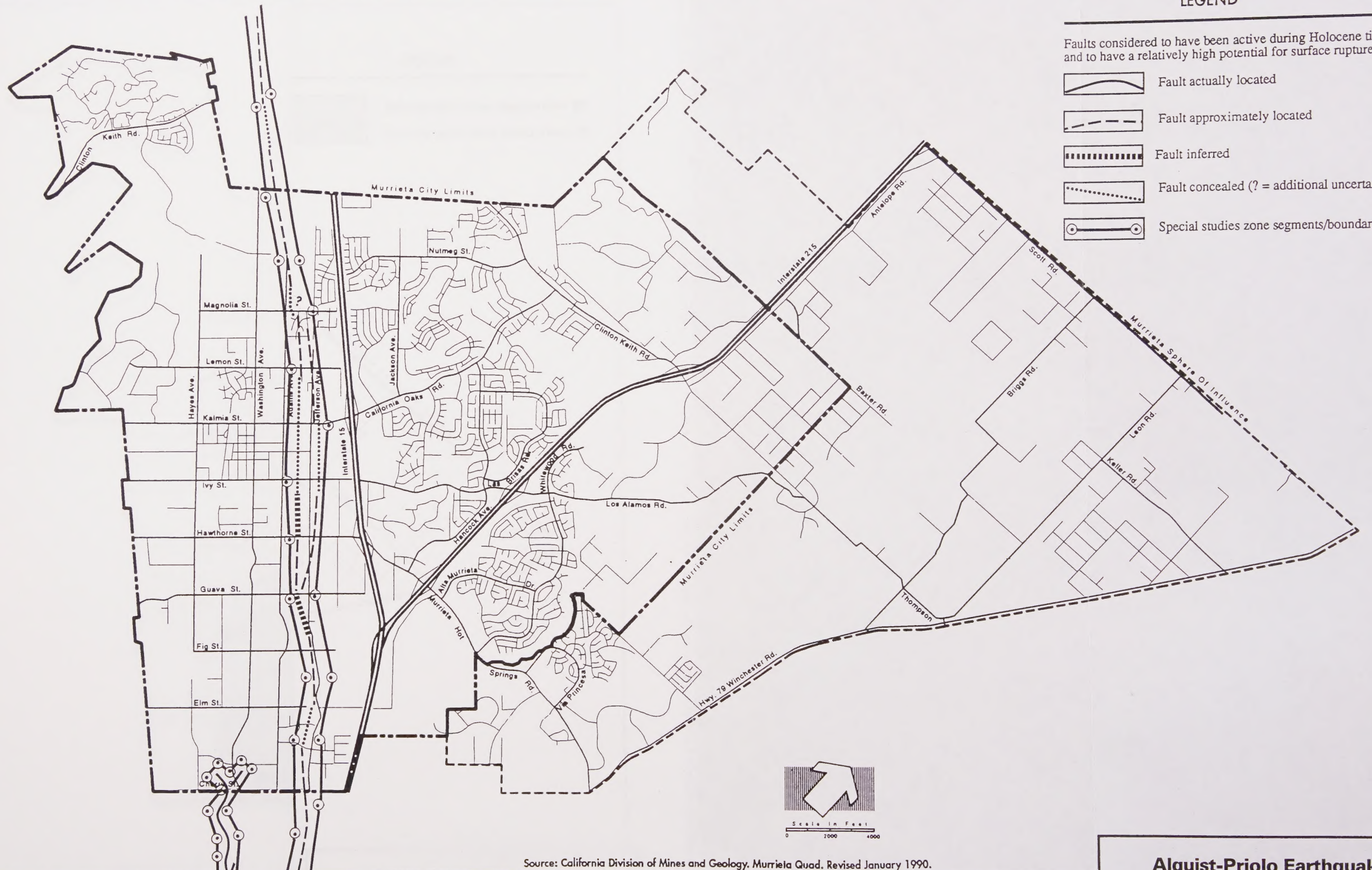
Flood Hazard

Many areas of the City are within 100-year flood zones and there is a history of severe flooding associated with overflow from the Murrieta Creek and its tributaries. The most recent flooding occurred during storms that occurred in January and March 1993, causing leach fields and septic tanks to discharge into the creek as well as requiring the closure of roadways. The flood zones in the City are shown in Figure VI-6 and are primarily located between Jefferson and Hayes Avenue along the Murrieta Creek, and along the lower portions of Warm Springs Creek near the City's southern boundary. Portions of the City are subject to potential dam inundation zones associated with Lake Skinner (Figure VI-7)

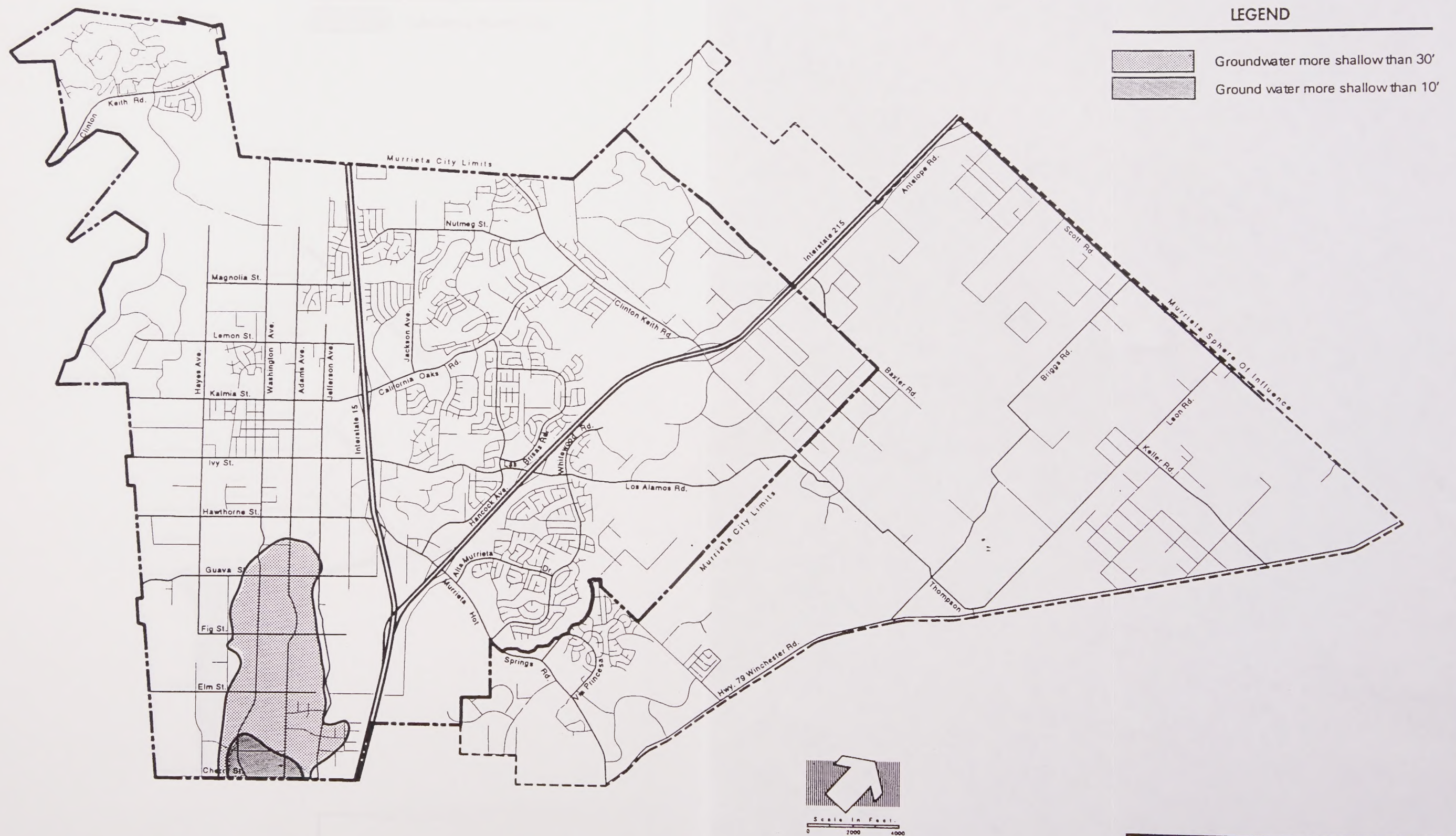
LEGEND

Faults considered to have been active during Holocene time and to have a relatively high potential for surface rupture.

-  Fault actually located
-  Fault approximately located
-  Fault inferred
-  Fault concealed (? = additional uncertainty)
-  Special studies zone segments/boundaries

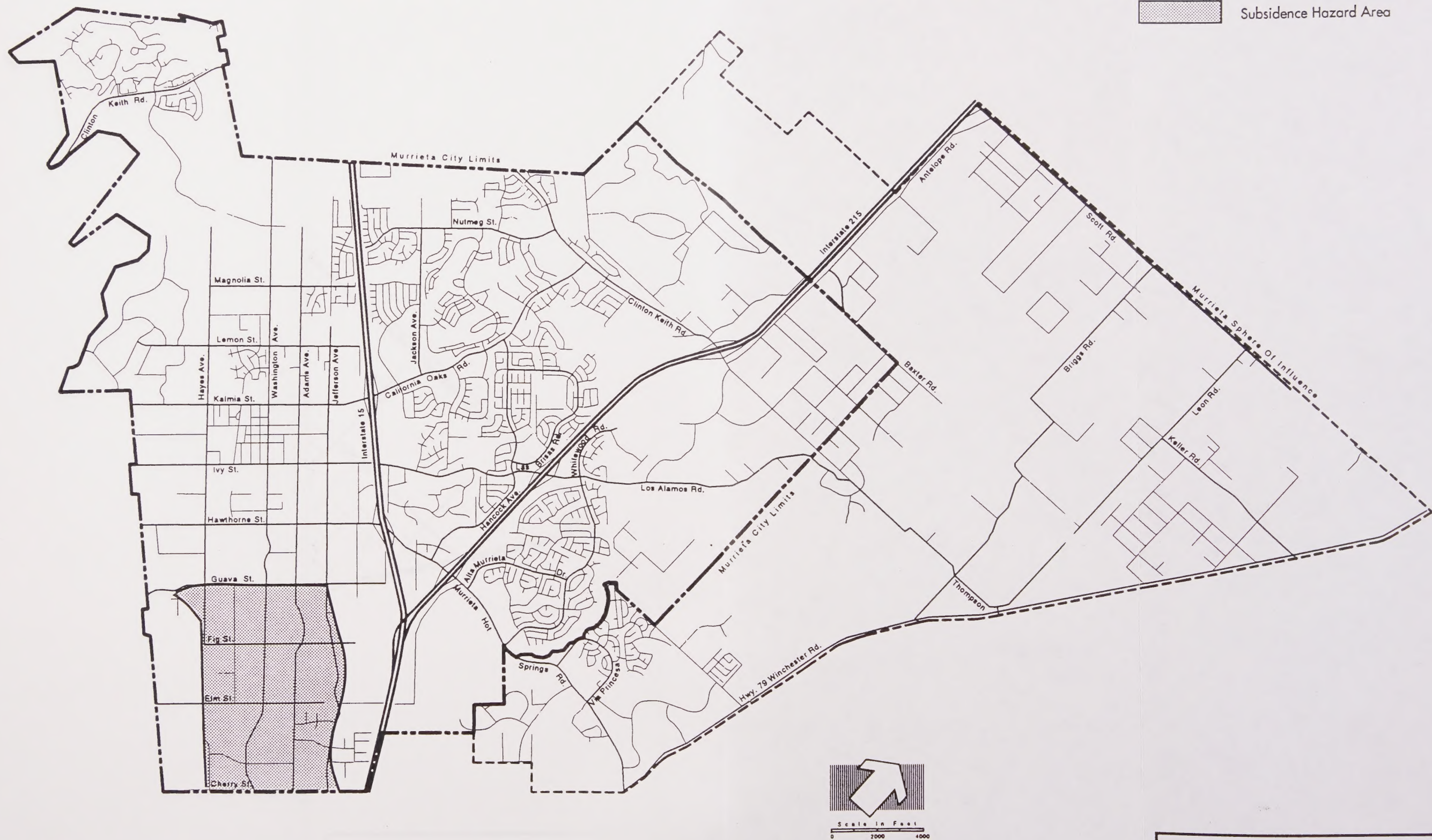


Source: California Division of Mines and Geology, Murrieta Quad, Revised January 1990.



LEGEND

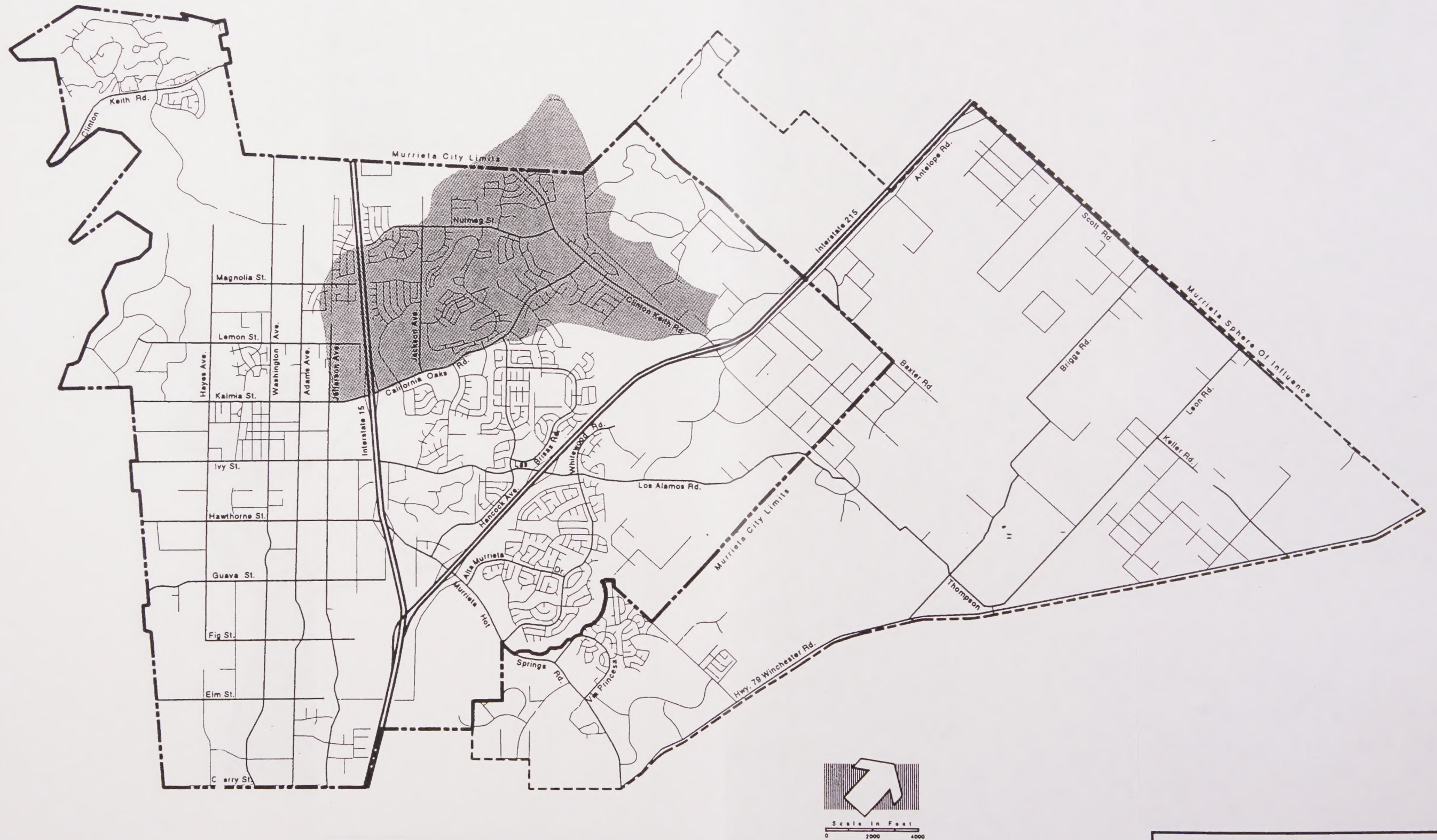
 Subsidence Hazard Area



Source: EIP Associates, 1992

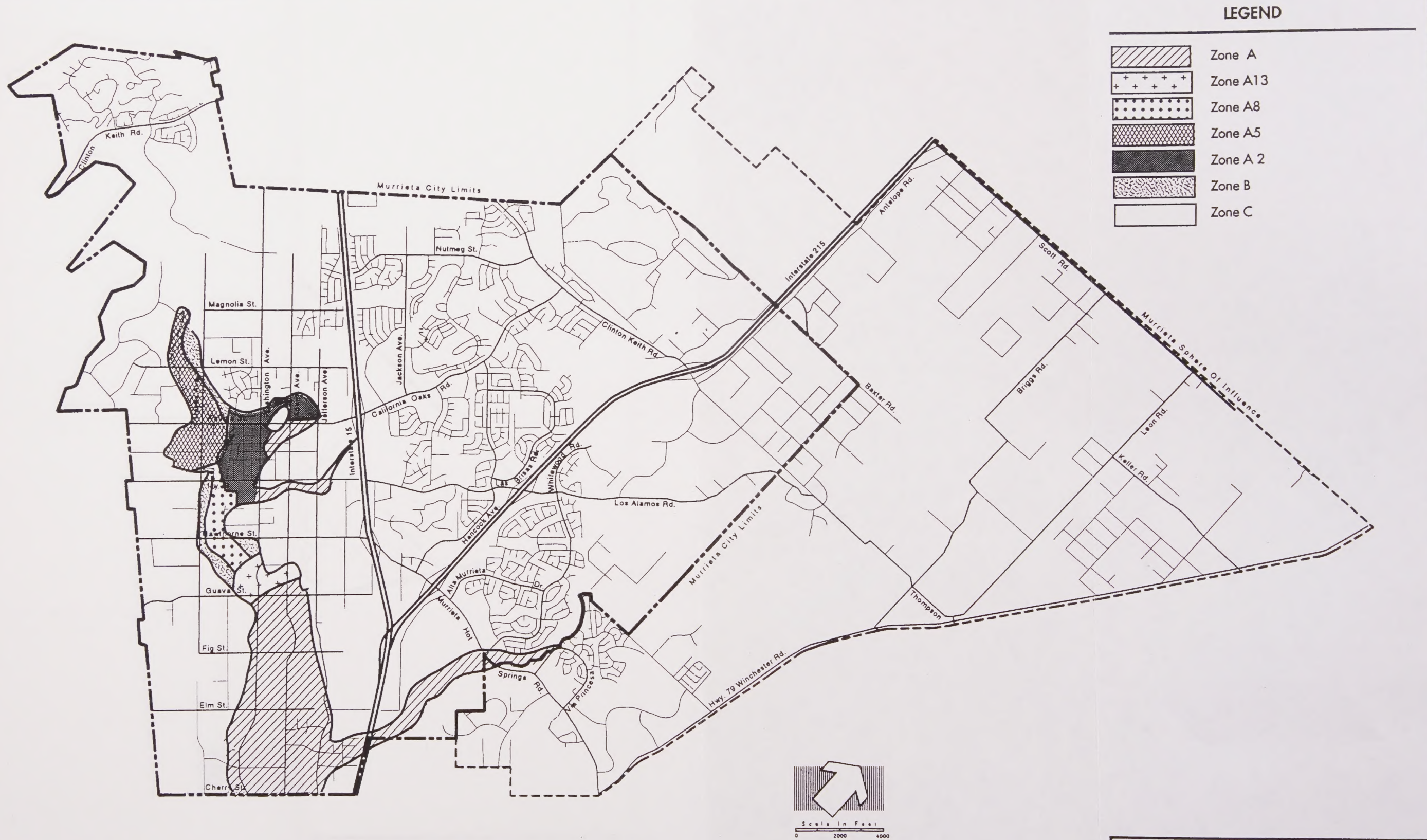
Subsidence Hazard Zone

FIGURE VI-4



Source: EIP Associates, 1992

Special Geologic Report Zone



Source: Federal Emergency Management Agency, 1992



Source: County of Riverside General Plan 1986, Dam Inundation Areas 100 yr. Flood Plain and Area Drainage Plans.

Lake Skinner Potential Dam Inundation Area

Wildland Fires



Undeveloped hillside areas in and adjacent to the City can present a serious hazard due to the potential for large scale wildland fires. The threat is particularly significant during dry summer months and when there are strong "Santa Ana" winds. To ensure adequate protection from wildland fires, special response protocol is required and development along the urban fringe of the City has to be controlled. Wildland fire protection is the primary responsibility of the Murrieta Fire Protection District, with assistance provided by the California Department of Forestry under an agreement for fire protection of wildlands. Areas of the City located within Wildland Fire Protection Areas are shown in Figure VI-8 (Sphere of Influence areas are not identified).

Aircraft Hazard

The French Valley Airport, located approximately 1 1/2 miles east of the City, could present a hazard to people and property within limited areas of the City. The airport is primarily used for single engine fixed-wing general aviation aircraft. Forecasts for future operations which assume an airport upgrade to accommodate more multi-engine general aviation aircraft and business jets, estimate 112,000 flights per year by the year 2000, with an average of 425 operations per day. A small portion of the City and a large area of the City's Sphere of Influence lie within the French Valley Airport Land Use Plan Airport Influence Area.

The French Valley Airport Influence Area (Figure VI-9) is developed based on a composite of areas constrained by noise and height limitations. Limitations on development within these areas of the Plan Area are specified by safety zones. Land use restrictions within safety zones are summarized in the City of Murrieta MEA. The complete regulations are described in the French Valley Airport Land Use Plan.

Hazardous Materials and Wastes

As with most cities, Murrieta has a number of businesses that use hazardous materials or generate hazardous waste. There are also a number of sites in the City which have contamination associated with underground tanks used to store petroleum products. Monitoring of these sites is the primary responsibility of the California Department of Health Services and the Regional Water Quality Control Board. Hazardous materials incidents in the City are responded to by the Murrieta Fire Protection District, with specialized assistance from the Riverside County Health Services Agency, and the California Department of Forestry Hazardous Materials Response Team.

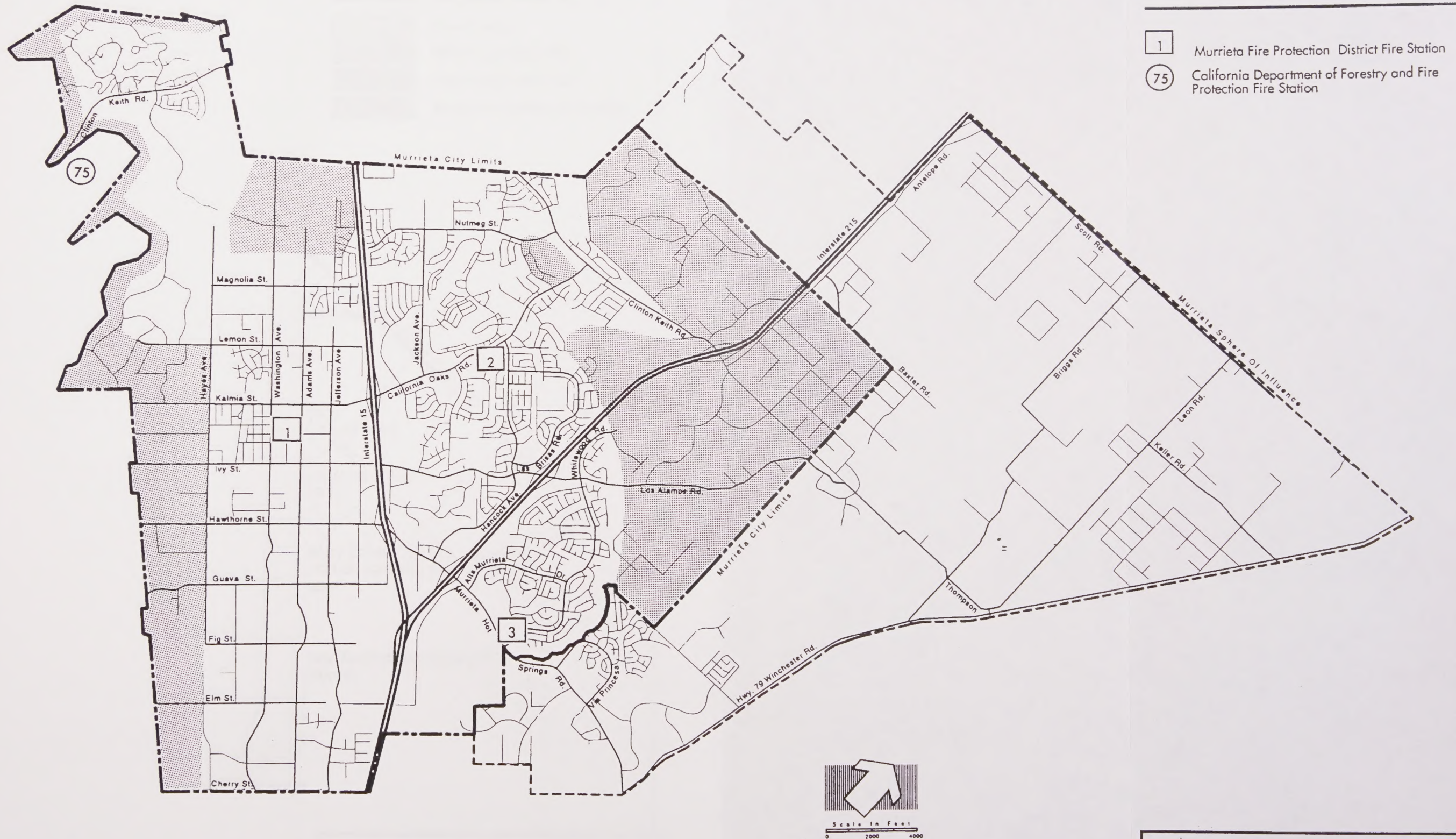
Goals, Objectives, and Policies

Goal S-1 Geology and Soils

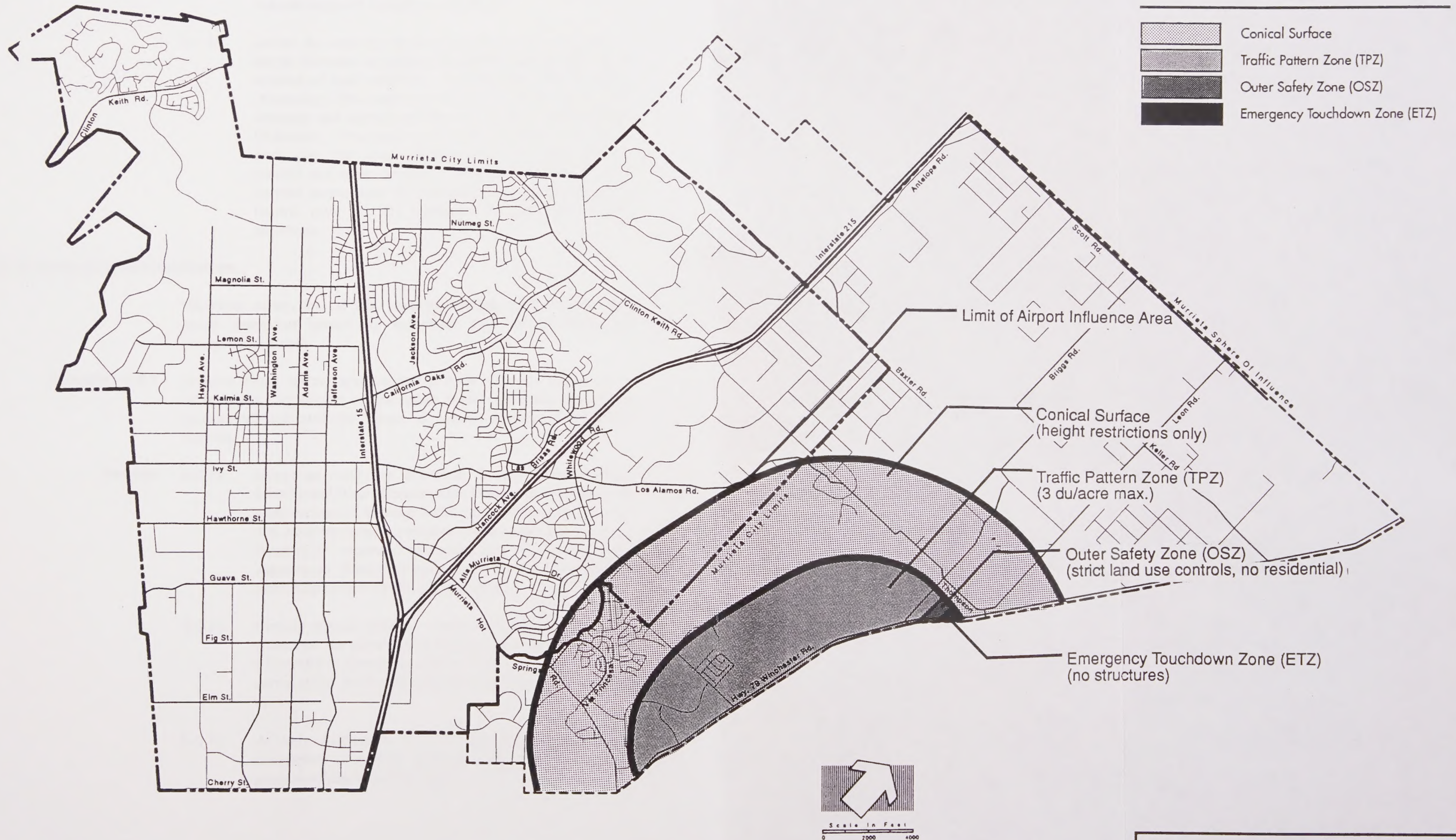
Protect health and safety and minimize injury, loss of life, property damage, excessive maintenance, and social and economic impacts caused by geologic hazards.

Objective S-1.1 Reduce exposure to potentially hazardous geological conditions through the development review process and by maintaining comprehensive records of all geologic hazards.

- Policies**
- S-1.1a Consider formation of "geologic hazard abatement districts" as authorized by Public Resources Code Section 2600 et seq., where existing or proposed development is threatened by geologic hazards and where feasible prevention, mitigation, abatement or control of such hazards is feasible.
 - S-1.1b In planning new roadways, fault zones should be avoided. If such construction is necessary, special engineering practices and roadway design should be employed to reduce damage under seismic conditions and provide emergency access. New roadways should not cross fault zones unnecessarily.
 - S-1.1c All development within the Alquist-Priolo Earthquake Fault Zoning Act shall be subject to the restrictions and requirements of the Act.
 - S-1.1d Collect and maintain current information on geologic hazards and update city-wide mapping of geologic hazards on a continual basis.
 - S-1.1e Prior to site development, projects located in areas where liquefaction, subsidence, landslide and fissuring are considered hazards shall be required to prepare geologic reports addressing site conditions, potential risk, and mitigation, to the satisfaction of the City Engineer.
 - S-1.1f Require new projects to be designed and developed in accordance with recommendations set forth in any required geotechnical or geologic reports by conditioning projects, evaluating construction plans, and conducting field inspections.



Source: EIP Associates, 1992



- S-1.1g Require all grading and construction plans to clearly indicate required mitigation measures.
- S-1.1h Lower the intensity of development as the steepness of terrain increases in order to minimize grading and prevent creation of land instability. Development of steep slopes (exceeding 25% steepness) will be regulated through the adoption and implementation of a Hillside Development Ordinance. Proposed extensions of urban or suburban land uses into areas characterized by slopes over 25 percent and other generally unstable land with over 15 percent slopes shall be evaluated with regard to safety hazard prior to the issuance of any discretionary approvals.

Goal S-2 Flood and Inundation

Minimize injury, loss of life, property damage, and economic and social disruption caused by man-made and natural flood and inundation hazards.

Objective S-2.1 Improve flood control systems and provide adequate protection in areas of the City subject to inundation, while protecting the habitat, recreational and aesthetic values of natural drainage ways where feasible.

- Policies**
- S-2.1a Cooperate with the Riverside County Flood Control District and Water Conservation District in evaluating the effectiveness of existing flood control systems in the City and adjacent jurisdictions and improve and expand these systems as necessary to ensure that there is adequate capacity to protect existing and proposed development from stormwater runoff and flooding.
 - S-2.1b Identify natural drainage courses and designate drainage easements to allow for construction of drainage facilities (if needed to protect the health, safety, and welfare of the community) and/or the preservation of natural drainage courses.
 - S-2.1c Actively participate in and strongly promote timely completion of regional drainage plans and improvement projects which effect the City.

- S-2.1d Develop and maintain floodplain inundation evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and the Murrieta Fire Protection District.
- S-2.1e All new development, including filling, grading and construction, proposed within designated floodplains, shall require the submission of a study prepared by a qualified hydrologist or engineer that determines whether the development would significantly increase flood hazard. The study shall provide specific mitigation measures that indicate how flood hazards would be eliminated or reduced to a less-than-significant level.
- S-2.1f All new construction within the 100 year floodplain shall be flood-proofed, with building pads above 100-year flood levels designed to allow unrestricted flow of floodwaters.
- S-2.1g If any fill is placed in floodplain areas, adequate channel capacities or floodplain storage area must be provided for flood waters to off-set displacement of floodplain storage.
- S-2.1h Surface water run-off from new development shall be controlled by on-site measures including, but not limited to the following:
- Structural controls;
 - Restricting removal of vegetation;
 - Restricting changes in topography; and
 - Limiting areas of impervious surfaces.
- S-2.1i Developments within Federal Emergency Management Agency (FEMA) mapped flood plains shall provide all studies, calculations, plans and other information required to meet FEMA regulations. Applicants shall obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of a project as well as a Letter of Map Revision (LOMR) prior to occupancy.

Goal S-3 Dam Inundation Areas

Reduce the risk of flooding in areas of the City located within designated dam inundation areas.

Objective S-3.1 Establishment of land use regulations and emergency response plans that will prevent death, injury and property damage resulting from dam failure.

- Policies**
- S-3.1a Maintain and update mapping of dam inundation areas within the City as new studies and projects are completed.
 - S-3.1b Develop dam failure evacuation plans in cooperation with the Riverside County Flood Control District and the Murrieta Fire Protection District.
 - S-3.1c Prohibit critical and essential uses within designated dam inundation areas.
 - S-3.1d Discourage high occupancy uses within designated dam inundation areas.

Goal S-4 Water Quality

Protect water resources in the Murrieta Plan Area from degradation due to urban development in their vicinity.

Objective S-4.1 Restrict the pollutants (metals, sediment, organics, or pesticides) which may be routed to natural creek channels via storm runoff or other return flows such as irrigation.

- Policies**
- S-4.1a If surface water is collected for discharge, or a surface discharge is contemplated in any new development or as a result of drainage improvements, a National Pollution Discharge Elimination System (NPDES) permit must be obtained from the Regional Water Quality Control Board or local permitting agency.
 - S-4.1b The City shall develop and apply standard grading conditions that address erosion and sedimentation control.
 - S-4.1c The City shall develop and implement actions to improve the containment and clean up of hazardous material spills.
 - S-4.1d Applicants for projects that impact a natural watercourse or mapped floodplain shall obtain a Section 1601/1603 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements.

Goal S-5 Water Contamination

Protect water resources of the underlying groundwater basin from contamination and potential degradation from urban development.

Objective S-5.1 Prevent the ingress of any contaminants into the groundwater table.

Policies

S-5.1a Any industries or companies which plan to store hazardous or toxic materials shall obtain all necessary permits and comply with standards set forth by the EPA and Regional Water Quality Control Board.

Goal S-6 Fire

Provide citizens of Murrieta with a fire safe community

Objective S-6.1 Provide a safe living environment ensuring adequate fire protection services to prevent and reduce the loss of life and property from structural, wildland, and wildland/urban fire damage.

Policies

S-6.1a In cooperation with the Murrieta Fire Protection District maintain and if necessary strengthen review of projects and development proposals, and upgrade fire prevention standards and mitigation measures in areas of high fire hazard, and throughout the City.

S-6.1b Any development proposed within wildland fire hazard areas should be reviewed by the Murrieta Fire Protection District for compliance with the District's Fuel Modification Plan.

S-6.1c As part of the development review process ensure that water main capabilities are adequate to meet fire flow requirements for residential and commercial/industrial areas as set forth by the Murrieta Fire Protection District.

S-6.1d In cooperation with the Murrieta Fire Protection District strive to achieve a five-minute, or less, response time for fire and medical emergencies, ninety percent of the time, to all areas within the City.

S-6.1e Require all streets, roads, alleys, and other public ways, to be identified by name with a standard sign distinctly marked and clearly visible.

- S-6.1f Maintain current, accurate, and consistent address mapping and posting for all structures in the City. Ensure street names are not duplicated and are unique to distinguish from others in City. Discourage the use of complex and difficult to pronounce street names.
- S-6.1g In cooperation with the Murrieta Fire Protection District and the school districts serving the City, encourage and assist the districts in fire education programs using displays and demonstrations of the more involved aspects of fire safety (i.e. major contributing factors to fire hazard and the relationship of fire to human safety).
- S-6.1h Continue efforts to reduce fire hazards associated with older buildings, multi-family housing, and fire-prone industrial facilities throughout the City.
- S-6.1i In cooperation with the Murrieta Fire Protection District, continue to coordinate fire protection services with the Riverside County Fire Department, California Department of Forestry and all other agencies and districts with fire protection powers.
- S-6.1j In cooperation with the Murrieta Fire Protection District ensure all property in the City and successive uses of individual buildings comply with the latest edition of the Uniform Fire Code and other applicable building and fire standards.
- S-6.1k As new development occurs, ensure that outlying areas of the Plan Area can be served by fire communication systems. As necessary, provide for the construction of radio towers (repeater sites) to allow for adequate radio communication.
- S-6.1l In cooperation with the California Department of Forestry, and in accordance with all applicable State and local legislation, identify areas within the City, Sphere of Influence, and along the City boundaries, that present the potential for large scale wildland fires.

Goal S-7 Police Protection

A highly effective City Police Department

Objective S-7.1 Control crime in the City by maintaining adequate police department staff, equipment, and facilities.

- Policies**
- S-7.1a Strive to achieve unobligated patrol time equal to one-third or greater of a patrol shift.
 - S-7.1b In order to provide adequate police service to new development, evaluate the feasibility of providing office space within planned and proposed fire stations to serve as field stations for police personnel.
 - S-7.1c As new development occurs, ensure that outlying areas of the City can be served by police communication systems. As necessary, provide for the construction of radio towers (repeater sites) to allow for adequate radio communication.
 - S-7.1d In cooperation with the Police Department, ensure all new development incorporates safe building/site designs, such as visible walkways/hallways and proper lighting of common areas and parking lots.
 - S-7.1e In cooperation with the Police Department and school districts, encourage educational/liaison for gang and drug prevention programs.

Goal S-8 Emergency Preparedness

Develop and utilize a City Multi-Hazard Functional Plan.

Objective S-8.1 Minimize the amount of loss of life, injury, property damage and disruption of vital services resulting from earthquakes, hazardous material incidents, and other natural and man-made disasters.

- Policies**
- S-8.1a Support and expand existing emergency preparedness and disaster response programs, and initiate a program for post-disaster planning.
 - S-8.1b In cooperation with the Murrieta Fire Protection District, continue to update the Multi-Functional Hazard Plan for the City of Murrieta on a regular basis.
 - S-8.1c Continue to enhance emergency preparedness and awareness of public safety hazards through community education and self-help programs.
 - S-8.1d In cooperation with the Murrieta Fire Protection District continue to actively participate in Operational Area

(Riverside County) Mutual Aid Region, and local planning, training, and coordinating exercises.

Goal S-9 Aviation

Ensure the safety of persons and property within the French Valley Airport Influence Area.

Objective S-9.1 In cooperation with the Riverside County Airport Land Use Commission, ensure the development of land uses consistent with the guidelines set for the French Valley Airport Influence Area as specified in the French Valley Airport Land Use Plan.

- Policies**
- S-9.1a Periodically evaluate existing land uses for compatibility with the French Valley Airport Land Use Plan.
 - S-9.1b Projects in the City shall comply with the most recent Land Use Compatibility Guidelines for French Valley Airport.
 - S-9.1c Height restrictions within the airport influence area should be set consistent with City standards and the Federal Aviation Administration Regulations, Part 77.

Goal S-10 Hazardous Materials and Waste

Reduce threats to public health and safety from hazardous materials, especially threats induced by earthquakes and accidental leaks and spills.

Objective S-10.1 Ensure the safe and prudent use of hazardous materials, and control the quantity of hazardous materials handled within the City.

- Policies**
- S-10.1a No specified hazardous waste facility shall be located within 200 feet of an active fault.
 - S-10.1b Review proposed development projects involving the use, storage and disposal of hazardous materials with the intent of minimizing the magnitude and probability of a hazardous event.
 - S-10.1c Assist in establishing and maintaining a team of Murrieta Fire Protection District firefighters trained for first level hazardous materials response and a vehicle properly equipped with protective clothing and material to initiate preliminary action and assist an advanced response team

from a County-wide joint powers team or from the County of Riverside.

S-10.1d Land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials will be located a safe distance from land uses that may be adversely impacted by such uses.

S-10.1e Incorporate by reference the relevant portions of County Hazardous Waste Management Plan.

Objective S-10.2 Control the amount of hazardous wastes generated, stored, and disposed of by Murrieta residents.

Policy S-10.2a Adopt a Household Hazardous Waste Element and implement appropriate programs consistent with the Public Resources Code.

Objective S-10.3 Ensure safe transportation of hazardous waste.

Policies S-10.3a Specified hazardous waste facilities shall use routes that can safely accommodate additional truck traffic, do not pass through residential areas, and use interstate or state divided highways as major routes.

S-10.3b In cooperation with the County Environmental Health Services Department, Murrieta Fire Protection District and City Building and Safety Division require new businesses to submit detailed information regarding the amounts and types of hazardous materials used and hazardous waste generated, the business procedures used to manage these substances, and emergency procedures in place to handle an accident.

Implementation of the Safety Element

Safety policies can be implemented through a variety of means. Among the methods of implementing the Element is through the Zoning Ordinance (including hillside development regulations), environmental review process, and building and fire codes. Every project that is proposed in Murrieta would be subject to specific review, including, but not limited to, the storage and use of hazardous materials, location relative to faults, flood zones, on-site safety measures, and soil stability.

Other methods of implementing the Safety Element include the establishment of City-wide evacuation plans, coordination with the local airports, and the preparation of emergency preparedness plans. The City of Murrieta will strive to incorporate each goal, objective, and policy into the everyday activity of the City.

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NOISE ELEMENT

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VII. NOISE ELEMENT

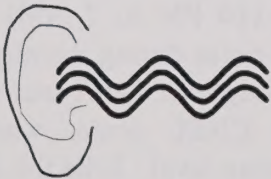
Introduction

The Noise Element includes an overview of noise terminology, a description of the effects of noise on humans, applicable State regulations, a summary of the City noise environment, and a statement of goals, objectives, and policies designed to minimize existing and foreseeable noise impacts. The Element is intended to be used as a guide in decision-making for public and private development matters where noise is a concern, and in assessing compliance with California Noise Insulation Standards.

Purpose and Authority

The State of California mandates, through Government Code Section 65302(f), that a general plan contain a Noise Element which "identifies and appraises noise problems in the community." The ultimate purpose of noise control policies and programs, as stated in the Government Code, is to "minimize the exposure of community residents to excessive noise." The Noise Element is required to recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services, and shall quantify, to the extent practicable, current and projected noise levels for the following sources:

- Highways and Freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground and maintenance functions related to airport operations;
- Local Industrial plants, including but not limited to, railroad classification yards; and
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.



Noise contours guide land use patterns.

Noise levels shall also be estimated for all sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). Estimates shall be based on noise monitoring or following generally accepted noise modeling techniques. Noise contours shall be used as a guide for establishing a pattern of land uses that will minimize the exposure of City residents to excessive noise.

The technical background information used in developing this element can be found in the City of Murrieta Master Environmental Assessment (MEA) and Technical Report. The following discussion provides a summary of the essential terminology and issues that should to be considered in assessing noise effects in the City of Murrieta.

Terminology

Community noise levels are measured in terms of the "A-weighted decibel," abbreviated dBA. A-weighted is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Additional units of measurements have been developed to evaluate the longer term characteristics of sound. Several rating scales have been developed for describing noise exposure over a long period of time (time-averaged measurement). The three most commonly used descriptors are the energy equivalent noise level (L_{eq}), the day-night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL).

L_{eq} is a measure of the average energy content (intensity) of noise over any given period of time. The L_{eq} value for one hour is, therefore, the average noise based on the acoustic energy content of the sound rather than the average sound pressure level. It can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. L_{eq} is not measured directly but rather calculated from sound pressure levels measured in dBA. A-weighted decibels is the unit of measurement for both the L_{dn} and CNEL scales.

L_{dn} is the summation of hourly L_{eq} readings over a 24-hour period using a time weighted noise scale. This time weighted scale adds a 10 dBA "penalty" to nighttime noise levels (10 PM to 7 AM) to account for the greater sensitivity of people to noise during the night. The predominant rating scale now in use throughout California for land use compatibility assessment is the CNEL scale, which represents a time weighted 24-hour average noise level. Like the L_{dn} standard, CNEL adds a 10 dBA penalty for noise occurring between 10 PM and 7 AM. In addition, CNEL adds 5 dBA penalty for the evening time period (7 PM to 10 PM).

The following summarizes noise descriptors commonly used in assessing noise impacts:

Ambient When used in connection with sound level, refers to the prevailing background noise, exclusive of a particular intruding sound under consideration.

Ambient is the prevailing background noise.

L_{eq} Energy equivalent sound level; dBA values averaged on an energy basis over a stated time period.

$L_{eq}(24)$ The L_{eq} of a 24-hour period.

L50 The A-weighted sound level exceeded 50 percent of the sample time, the median sound level.

L_{dn} Day-night average sound level: same as $L_{eq}(24)$ except that the nighttime (10:00 PM to 7:00 AM) levels are weighted by 10 dB, reflecting a person's increased sensitivity to noise at night. (A 10 dB increase is judged twice as loud.) L_{dn} (or CNEL) is the parameter normally used by the EPA, the state, and local governments to define acceptable levels of noise.

CNEL Community Noise Equivalent Level; same as L_{dn} except in addition to the 10 dB night-time weighing, the evening (7:00 PM to 10:00 PM) levels are weighted by 5 dB. For most situations, the L_{dn} and CNEL will be equal within a fraction of a dB, and may be considered synonymous.

Contour When used in connection with noise, refers to a line of constant sound level; similar to contours of constant elevation on a topographic map.

Decibel (dB) is a unit of sound pressure (P) denoting the logarithm (to the base 10) of the ratio between the total instantaneous pressure (P_i) at a particular point in the presence of a sound wave minus the static pressure (P_a) at that point to a reference pressure (P_o). Mathematically, $L \text{ (dB)} = 20 \log_{10} (P/P_o)$ where $P = P_i - P_a$.

dBA A measure of sound level; the "dB" denotes decibels, the "A" denotes a weighting that results in a noise measurement which approximates the frequency response of the human ear.

Effects Of Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. The effect of noise can range from interference with sleep, concentration, and communication, to physiological and psychological stress, and at the highest intensity levels, hearing loss. Figure VII-1 provides noise levels of various point sources and environments and shows the average human response to these levels. Each of the potential human reactions to noise is briefly discussed below.

Figure VII-1
SOUND LEVELS AND HUMAN RESPONSE

Source/Environment	dBA	Average Human Response
Civil Defense Siren 100 ft	140	Physically Painful
	135	
Military Jet Takeoff at 50 feet	130	Discomforting
	125	
	120	
Jet Takeoff at 200 feet	115	
Auto Horn at 3 feet	110	Hearing Damage Very Loud
Rock Music Concert	105	
Power Mower at 3 feet	100	
Garbage Truck	95	
	90	Moderately Loud
Motorcycle at 25 feet	85	
	80	
Freight Train at 50 feet	75	
Freeway Traffic at 50 feet	70	Intrusive
	65	
	60	
	55	Quiet
Normal Conversation at 5 feet	50	
	45	
Average Office	40	Very Quiet
	35	
	30	
Library	25	
Soft Whisper at 15 feet	20	Just Audible
	15	
	10	
	5	
Leaves Rustling	0	Threshold of Hearing

Sources: *Handbook of Noise Measurement*, by Arnold P.G. Peterson and Ervin E. Gross, Jr., 1963; William Bronson, "Ear Pollution," *California Health* (October 1971); Federal Highway Administration.

Hearing Loss

Hearing loss is not a concern in typical community noise problems. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry. Noise levels in neighborhoods, even in very noisy airport environments, is not loud enough to cause hearing loss.

- Speech Interference** Speech interference is one of the primary concerns of environmental noise. Normal conversational speech is in the range of 60-65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener, as well as the speaker voice level.
- Sleep Interference** Sleep interference from traffic noise is a common concern. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Sleep disturbance does not necessarily mean awakening from sleep, but can also refer to altering the pattern and stages of sleep.
- Psychological Responses** Psychological responses are those measurable effects of noise on people such as changes in pulse rate and blood pressure. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are signs of harm.
- Annoyance** Annoyance is the most difficult of all noise responses to describe and analyze. Annoyance is a very individual characteristic and can vary widely from person to person. The sound that one person considers tolerable can be quite unbearable to another person of equal hearing capability.

Regulatory Background

State of California

In order to limit human exposure to physically and/or psychologically damaging noise levels, the State of California, through the State General Plan Guidelines (Government Code Section 65302(f), requires that cities include a Noise Element in their general plans. Consistent with this requirement, various county governments and most municipalities have established standards and ordinances to control noise. The California Department of Health Services (DHS) Office of Noise Control has studied the correlation of noise levels and their effects on different land uses. As a result, the DHS has established four categories for judging the severity of noise intrusion on specified land uses. These four categories are presented in Figure VII-2, Noise and Land Use Compatibility.

Noise in the "normally acceptable" range places no undue burden on affected receptors and would need no mitigation. As noise rises into the "conditionally acceptable" range, some mitigation of exposure, as established by an acoustic study, would be warranted. At the next level, noise intrusion is so severe that it is classified "normally unacceptable" and would require extraordinary noise reduction measures to avoid disruption. Finally, noise in the "clearly unacceptable" range is so severe that it cannot be mitigated.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn Or CNEL, db					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes						
Residential - Multi. Family						
Transient Lodging - Motel, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditorium, Concert Hall, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

**NORMALLY ACCEPTABLE**

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

**CONDITIONALLY ACCEPTABLE**

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

**NORMALLY UNACCEPTABLE**

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

**CLEARLY UNACCEPTABLE**

New construction or development clearly should not be undertaken.

A major objective of the noise element is to utilize this information to insure compatible land use planning:

The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. (Government Code Section 65302(f))

SOURCE: State of California General Plan Guidelines,

Office of Planning and Research June 1990

Land Use Compatibility For Community Noise Environments

FIGURE VII - 2

The California Noise Insulation Standards require that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. Residential buildings or structures to be located within exterior CNEL contours of 60 dB or greater of an existing or proposed freeway, major thoroughfare, rail line, rapid transit line, or industrial noise source require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL of 45 dB.

Summary of Existing Conditions

Local Noise Sources

The major source of noise within and around the City of Murrieta is transportation-related, with vehicular traffic being most significant. The roadways in the City which generate the most traffic and noise include: Interstate 15 (I-15) and Interstate 215 (I-215), both of which are major north-south connectors between Riverside and San Diego. The major east-west arterials in the City include Jefferson Avenue and Washington Avenue. The major north-south arterials include Clinton Keith Road, Kalmia Street/California Oaks Road, and Murrieta Hot Springs Road. The City is also minimally affected by noise associated with two local airports; the small privately owned Bear Creek Airport, located in the City and the French Valley (Rancho California) Airport, located outside of the City's sphere of influence, approximately 2 miles southeast of the City limits in the unincorporated area of Riverside County. Military aircraft from March Air Force Base and Camp Pendleton also contribute to the noise environment in Murrieta. Murrieta is also affected to a lesser extent by short-term noise sources, such as construction activities, and by stationary noise primarily associated with industrial facilities.

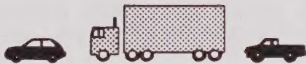
Any land uses within 65 dB to 70 dB CNEL contour should be considered for noise mitigation programs.

The noise environment for Murrieta can be described using noise contours developed for the major noise sources within the City. Existing noise contours for the City have been estimated based on the Federal Highway Administration (FHA) Highway Noise Model and existing traffic volumes (Figure VII-3). The noise contours are used to identify areas of existing or potential noise impacts. CNEL contour levels of 60dB, 65dB, and 70dB are shown on the map. Any existing or proposed land uses within a 65 dB to 70 dB CNEL contour should be considered for noise mitigation programs. For example, within the 60 dB CNEL contour, any proposed noise sensitive land uses should be evaluated on a project specific basis and may require mitigation to meet City or state standards. Within the 65dB to 70dB CNEL residential development should be carefully reviewed to ensure that proper mitigation is included in projects in order to meet California Noise Insulation Standards for maximum interior noise levels of 45 dB. Future noise contours, based upon buildout of the Land Use Plan, are identified in the Murrieta General Plan Environmental Impact Report.

Local Ambient Noise Monitoring

In July 22, 1992 noise measurements were taken at six different locations in the City using a Quest M-28 Noise Logging Dosimeter. The sites were randomly selected throughout the City in an attempt to verify major noise sources in the City and to verify the noise contours modeled from traffic volumes. The locations of the monitoring sites are shown in Figure VII-4. Short-term (15 minute Leq) noise measurements were taken to determine existing ambient noise levels at these locations. One of the advantages of on-site monitoring over computer modeling is that noise meters account for all noise sources and barrier attenuation effects (i.e. walls, landscaping, terrain, etc.), computer modeling generally does not. The noise monitoring results are shown in Figure VII-5.

Mobile Noise Sources Motor Vehicle Noise



Motor vehicle noise is the most common and widely dispersed noise source in the City of Murrieta. Increases in noise from motor vehicles are directly related to increases in traffic volume and speed. Noise impacts from traffic reach their highest levels during the AM peak period (6-9 AM) and the PM peak period (4-7 PM). Because attenuation effects vary considerably on the local environment (i.e., soundwalls, buildings, hills, etc.), noise levels were estimated at the approximate shoulder of the roadway, 50 feet from the median. Without barriers, noise from moving vehicles normally drops off by approximately 3 to 4.5 dBA with each doubling of distance. The general contours shown in Figure VII-3 illustrate the impacts of vehicular noise from the I-15 and I-215 freeways on areas in the City. Figure VII-6 illustrates how various variables (i.e., speed, volume, and vehicle mix) affect traffic noise levels.

Based on the FHWA Highway Noise Prediction Model and 1992 traffic volume estimates, existing vehicular traffic noise levels throughout Murrieta have been estimated. Most of the land uses along the major and secondary roadways in Murrieta are residential. As shown in Figure VII-7, noise levels range from 61 CNEL along Adams Ave and Hayes Ave. to 79 CNEL along I-15 between Clinton Keith Rd. and the I-215 junction. Residential land uses located along both freeway corridors are subject to noise levels above the normally acceptable level of 65 CNEL.

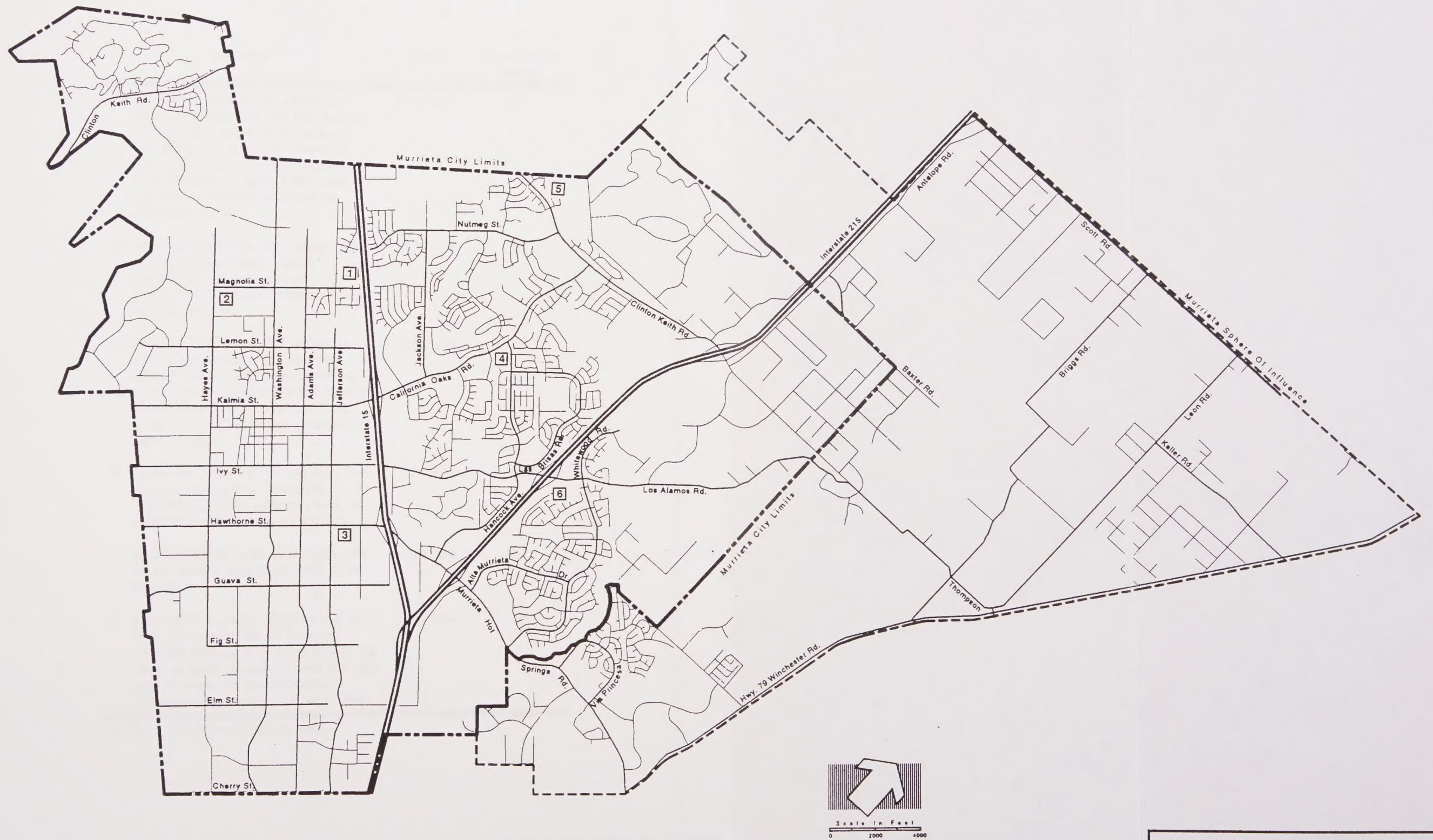


Note: See General Plan Environmental Impact Report for identification of noise contours based on the buildout of the Land Use Plan.

Source: EIP Associates, 1992

Existing CNEL Noise Contours

FIGURE VII-3



Source: EIP Associates, 1992

Noise Monitoring Locations

FIGURE VII-4

Location	Time	Noise Level (dBA)
1. On eastern curb of new residential street, approximately 150 feet west of I-15 (65 mph speed limit), no sound wall along I-15 or line of homes on east side of street, traffic volume on I-15 at this time is about 4,300 vehicle per hour, no vehicle pass-bys on residential street	11:02 a.m.	62
2. Magnolia St./Hayes Ave., about 300 feet from Bear Creek Airport, construction noise in distant background, no takeoffs/landings, no vehicle pass-bys	11:30 a.m.	56
3. Murrieta Hot Springs Rd./Jefferson Ave., on shoulder of Murrieta Hot Springs Rd., 15 feet from centerline, traffic volume on Murrieta Hot Springs Rd. is about 600 vehicles per hour, noise is characterized by acceleration/deceleration	11:55 a.m.	67
4. California Oaks Rd., at curb near Fire Station, 25 feet from centerline, residential on both sides of street, wall protecting residences on north side	1:20 p.m.	66
5. Spindle/Copper Craft, quiet residential, some general population noise, 2 car drive-bys	1:45 p.m.	54
6. Acacias Ave., about 500 feet east of I-215, very light traffic on Acacias-vehicles pass by at a rate of about 150 cars per hour, residential units line east side of street, no developments between measurement site and I-215	2:15 p.m.	65

Source: EIP Associates, July 22, 1992.

Noise Monitoring Results

FIGURE VII-5

Figure VII-6
TYPICAL TRAFFIC NOISE LEVELS
Peak Hour Noise Level (dBA, Leq)^{1, 2}

Peak Hour Traffic Volume	Speed (miles per hour)								
	10	15	20	25	30	35	45	55	65
500	56/57	57/58	58/59	59/60	60/61	61/62	63/64	65/66	67/68
1,000	59/60	60/61	61/62	62/63	63/64	64/65	66/67	68/69	70/71
2,000	62/63	63/64	64/65	65/66	66/67	67/68	69/70	71/72	73/74
4,000	65/66	66/67	67/68	68/69	69/70	70/71	72/73	74/75	76/77
8,000	68/69	69/70	70/71	71/72	72/73	73/74	75/76	77/78	79/80
16,000	71/72	72/73	73/74	74/75	75/76	76/77	78/79	80/81	82/83
32,000	74/75	75/76	76/77	77/78	78/79	79/80	81/82	83/84	85/86

1. 100 feet from the centerline of the roadway.

2. The first number is the noise level with 4% trucks (a typical traffic mix for arterial streets); the second number is the noise level with 7% trucks (a typical traffic mix for freeways).

Source: Federal Highway Administration

Freeway Noise

The local freeways are the most significant sources of noise in Murrieta.

The City is traversed by Interstate 15 (I-15) and Interstate 215 (I-215). Freeway traffic tends to produce greater and more constant noise levels due to high traffic volumes and speeds, as opposed to local streets which are characterized by less constant acceleration noise due to traffic signals and stop signs. Interstate 15 (I-15) and Interstate 215 (I-215) are the most significant sources of noise in the City. Caltrans estimates that the peak hour traffic volume on I-15 between I-215 (junction) at 4,150 vehicles. Using Federal Highway Administration factors, this traffic volume correlates to a noise level of approximately 77 dBA at 100 feet from the centerline of the roadway. Caltrans estimates that the peak hour traffic volume on I-215 between Murrieta Hot Springs Road and Los Alamos Road at 3,250 vehicles. Based on Federal Highway Administration factors, this traffic volume correlates to a noise level of about 74 dBA at 100 feet from the centerline of the roadway.

Truck Traffic

Truck traffic along I-15 at the I-215 junction accounts for 17 percent of the total vehicular traffic. I-215 has a similar truck mix, approximately 17.5 percent near the I-15 interchange. This represents a very high truck traffic mix which accounts for greater noise levels than are expected from typical freeway volumes (according to the Federal Highway Administration 7 percent is typical). Another important factor contributing to higher noise levels is the 65 mph speed limit along this route.

Figure VII-7; Existing Roadside Noise Levels/CNEL Contour Distances



Arterial Traffic

Mass transportation systems (i.e. bus routes, trains) and truck traffic can place heavy demands on local arterials. To preserve tranquility and quality of life in residential areas, circulation plans should divert truck and through traffic away from residential streets. Although major freeways (e.g., I-15 and I-215) can produce higher noise levels, major and minor arterials (e.g., Clinton Keith Rd., California Oaks Rd., Jefferson Ave., Washington Ave.) can often produce more significant noise impacts due to the close proximity of sensitive receptors. As shown in Figure VII-7 arterial roadways currently range from a low of 61 CNEL along Adams and Hayes Avenues to a high of 70 CNEL along California Oaks Road between I-15 and Falconer Drive. The range of noise levels shown in Figure VII-7 are typical for an urbanizing area.

Aircraft Noise

Unlike highway-generated noise, which tends to maintain a constant level of noise, airport noise levels are more periodic in nature. Although impacts are somewhat predictable due to the set time tables that dictate aircraft travel, a relatively busy airport can have varying levels of noise impacts almost constantly. Due to the relatively short duration of noise from a single airplane, noise impacts are typically based on the number of aircraft operations within a given period of time rather than the effects of individual occurrences.



There are two airports in or near the City of Murrieta; the Bear Creek Airport and the French Valley Airport. The Bear Creek Airport (Thompson Flying Center), located in the City of Murrieta approximately 300 feet from the intersection of Magnolia Street and Hayes Avenue, is a small privately owned airport (with a dirt runway) which provides limited general aviation service, mostly recreational in nature, to area residents. The French Valley Airport, located approximately 2 miles east of the City limits, and just outside of the City's sphere of influence in Riverside County, is a much larger more active airport catering to a variety of aircraft including single and multi-engine aircraft, small business jets and helicopters. Aircraft currently take off in the southerly direction over residences in the northern section of the City of Temecula. While aircraft flyovers are occasionally heard in some areas of Murrieta, aircraft do not account for a significant source of noise.

Consistent with Section 21675 of the State of California Public Utilities Code, the Riverside County Airport Land Use Commission is in the process of preparing a new Comprehensive Land Use Plan for French Valley Airport (FVALUP). The FVALUP is generally intended to provide for the orderly growth of the airport while safeguarding the general welfare of the public within the airports influence area.

The FVALUP assesses existing and projected noise levels for the airport. Existing "1990" noise contours show only a small portion of the City's sphere of influence located within the airports 55-60 CNEL noise contours. Within the 55-60 CNEL area the potential for annoyance exists, however, according to the plan, mitigation is not required (see Figure VII-8). The future "2000" noise contours show a larger area of the sphere within the 55-60 CNEL contours, and a small area within the 60 to 65 CNEL contour. Residential uses within the 65 to 70 CNEL contours typically require acoustical reports and mitigation for noise reduction. There are no restrictions for other land uses within the 65-70 CNEL contours. Currently existing and proposed land uses in the noise affected areas are not considered incompatible with future operation of the airport.

Stationary Noise Sources

The most common sources of stationary noise include construction noise, industrial noise and neighborhood noise. Since stationary noise sources are localized, estimates of intensity and abatement needs can be accurately estimated. Noise from localized sources typically falls off by about 6 dBA with each doubling of distance from source to receptor (i.e., noise levels from ground clearing for residential construction would be about 85 dBA at 50 feet from the site, 79 dBA at 100 feet from the site, 73 dBA at 200 feet from the site, etc.).

Construction Noise



Construction noise represents a short-term impact on ambient noise levels. A listing of typical construction equipment noise levels is presented in Figure VII-9. Noise generated by construction equipment can often reach high episodic levels. Pile drivers, drills, trucks, pavers, and a variety of other equipment can create extremely high noise levels, but usually for short, sporadic periods of time. Since noise from localized sources typically falls off by about 6 dBA with each doubling of distance from source to receptor, receptors located within about 1,400 feet of a construction site would experience outdoor noise levels greater than 60 dBA during the noisiest phases of construction. Noise associated with construction can often disturb the concentration and communication of nearby residents and pedestrians.

Type of Airport/ Land Use	55-60 CNEL	60-65 CNEL	65-70 CNEL	70-75 CNEL
General Aviation				
Residential/ Lodgings	■ Potential for annoyance exists; identify high complaint areas. ■ Determine whether sound insulation requirements should be established for these areas. ■ Noise easements should be required for new construction. ■ Discourage residential use underneath the flight pattern.	■ Discourage new single family dwellings. ■ Prohibit mobile homes. ■ New construction or development should be undertaken only after analysis of noise reduction and requirements is made and needed noise insulation is included in the design	■ New construction or development of residential uses should not be undertaken ■ New hotels and motels may be permitted after an analysis of noise reduction requirements is made and needed noise insulation is included in the design.	■ New hotels and motels should be discouraged.
All Airports				
Public/ Institutional		■ Satisfactory with little noise impact and requiring no special noise insulation requirements for new construction	■ Discourage institutional uses. ■ If no other alternative location is available, new construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation is included in the design.	■ No new institutional uses should be undertaken.
Commercial			■ Satisfactory with little noise impact and requiring no special noise insulation. Requirement for new construction.	■ New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed insulation features included in the design. Noise reduction levels of 25-30 dB will be required.
Industrial				■ Satisfactory with little noise impact and requiring no special noise insulation. Requirement for new construction.
Recreation/ Open Space			■ Satisfactory with little noise impact and requiring no special noise insulation. Requirement for new construction. ■ Outdoor music shells and amphitheater should not be permitted.	■ Parks, spectator sports, golf courses and agricultural generally satisfactory with little noise impact. ■ Nature areas for wildlife and zoos should not be permitted.

Source: Airport Land Use Planning Handbook, A Reference Guide for Local Agencies, prepared for California Department of Transportation, Division of by Metropolitan Transportation Commission and Association of Bay Area Government, 1983, p. 50

Airport Land Use Guidelines For Noise Compatibility

FIGURE VII-8

Figure VII-9
TYPICAL CONSTRUCTION EQUIPMENT NOISE (dBA)

Equipment Type		Noise Level at 50 feet	
		Without Noise Control	With Feasible Noise Control
EARTHMOVING	Front Loaders	79	75
	Backhoes	85	75
	Bulldozers	80	75
	Tractors	80	75
	Scrapers	88	80
	Graders	85	75
	Trucks	91	75
	Pavers	89	80
MATERIALS HANDLING	Concrete Mixers	85	75
	Concrete Pumps	82	75
	Cranes	83	75
	Derricks	88	75
STATIONARY	Pumps	76	75
	Generators	78	75
	Compressors	81	75
IMPACT	Pile Drivers	101	95
	Jack Hammers	88	75
	Rock Drills	98	80
	Pneumatic Tools	86	80
OTHER	Saws	78	75
	Vibrators	76	75

Estimated levels obtainable by selection of quieter procedures or machines and implementing noise control features requiring no major redesign or extreme cost.

Source: *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, Bolt, Beranek, and Newman, U.S. Environmental Protection Agency, December 31, 1971.

Industrial Noise

Industrial noise is generated by various processing and manufacturing activities. This type of noise is generally limited to the immediate source area and does not impact sensitive receptors unless there is an incompatible mix of land uses close to the source. Proper planning, enforcement of zoning regulations, and noise ordinances are typically sufficient to prevent industrial uses from becoming a nuisance.

Noise Sensitive Receptors

Planning for land use compatibility requires that sensitive receptors be identified and that land uses be sited to support acceptable interior and exterior noise levels. Where siting cannot achieve acceptable noise levels, development may be deemed appropriate if mitigation techniques such as soundwalls and insulating building materials can be employed to reduce noise to acceptable levels. Some types of land uses are inherently more sensitive to ambient noise levels due to both activities involved with these land uses and the amount of insulation from and exposure to various noise levels. These sensitive receptors include residences, hospitals, nursing homes, schools libraries, motels and hotels, and outdoor recreational areas.

Land uses in Murrieta that are sensitive to intrusive noise include: residential areas (especially those along I-15 and I-215), schools, a convalescent care facility (The Golden Triangle Medical Center), and a hospital (Sharp Health Care). Figure VII-10 shows the location of sensitive receptors in Murrieta. The 65 CNEL is generally considered the maximum exterior level acceptable for these uses. Sensitive land uses are permitted in areas with ambient noise levels in excess of 65 CNEL if mitigation is provided to reduce interior noise to levels to 45 dB or less.

Several residential tracts in the City have been built or are proposed directly adjacent to I-15 and I-215. These areas may experience excessive noise levels due to the high level of car and truck traffic along both routes (over 65 CNEL). If these developments are not built with protective noise barriers, exposure could be considered excessive.

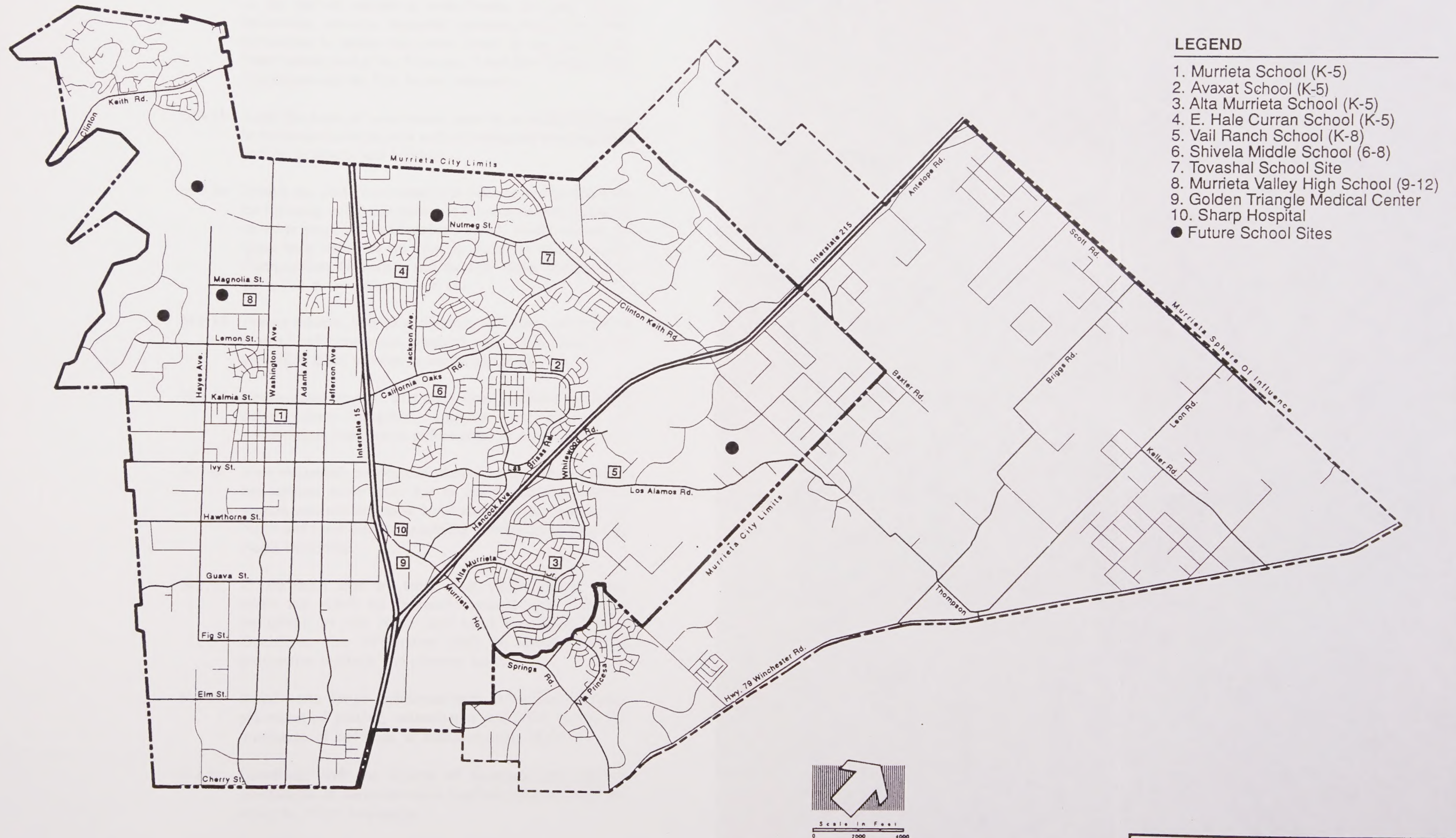
Goals, Objectives, and Policies

The following Noise Element Goals, Objectives and Policies have been adopted to guide decision-making and ensure that planning and development in the City promotes an environment where community residents are not subjected to excessive noise.

Goal N-1 Noise Sensitive Land Uses

A community where noise sensitive land uses are properly and effectively protected from excessive noise generators.

Objective N-1.1 Prevent and reduce noise impacts on sensitive receptors through proper siting of land uses, and through plan review and enforcement.



Source: EIP Associates, 1992

N-21

Noise Sensitive Receptors**FIGURE VII-10**

- Policies**
- N-1.1a Control noise at its source through mitigation measures such as the use of insulation, earth berms, building design/orientation, setbacks, staggered operating hours, and other techniques to ensure that noise levels do not exceed the limits established in the Noise and Land Use Compatibility Guidelines and the City Noise Ordinance.
 - N-1.1b Limit the hours of construction activity in residential areas to reduce intrusive noise in early morning and evening hours and on weekends and holidays.
 - N-1.1c Protect the noise environment in existing residential areas by requiring mitigation measures for commercial, industrial or other proposed developments which would exceed the noise level standards set forth in the Noise and Land Use Compatibility Guidelines and the City Noise Ordinance as measured at any affected land use.
 - N-1.1d Protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from noise levels exceeding those allowed in residential areas.
 - N-1.1e Locate noise sensitive uses away from excessive sources of noise unless mitigation measures are included in development plans which reduce noise to acceptable levels.
 - N-1.1f New residential development should be discouraged where the ambient noise level due to commercial or industrial sources exceeds the noise level standards set forth in the Noise and Land Use Compatibility Guidelines and the City Noise Ordinance.
 - N-1.1g If residential uses are constructed where ambient noise levels fall within the "normally unacceptable" range, as designated by the Noise and Land Use Compatibility Guidelines, this information shall be disclosed to all prospective residents and property owners.
 - N-1.1h Require site design techniques such as building setbacks, placement of parking, maintenance and utility areas, and orientation of buildings, to minimize noise impacts.
 - N-1.1i Coordinate with the County of Riverside and adjacent jurisdictions to minimize noise conflicts between land uses along the City's boundaries.

Objective N-1.2 A comprehensive community Noise Ordinance, noise control guidelines, and City procedures.

- Policies**
- N-1.2a Prepare guidelines that include City noise standards, a list of potential mitigation measures, and the methodology and format required for acoustical studies.
 - N-1.2b Prepare and use noise guidelines and the contours provided in this element to determine if acoustical studies are required for new projects.
 - N-1.2c Periodically review and update the Noise Element, Noise Ordinance, and guidelines, to ensure that noise exposure information and specific policies and regulations are consistent with changing conditions in the City and with the most recent noise control regulations.
 - N-1.2d Prepare standards to address issues that have the potential for "disturbing the peace" of residential and "after-hours" non-residential areas, such as loud parties, car alarms, home and business alarms, yard maintenance, and hours of operation for construction activities.

Goal N-2 Noise from mobile sources

Reduce and avoid noise impacts from mobile sources

Objective N-2.1 Reduce impacts from ground and air transportation.

- Policies**
- N-2.1a The City should consider the following noise mitigation measures in the design of all future streets and highways and when improvements occur along existing freeway and highway segments:
 - Alignment;
 - Barriers;
 - Lateral separation;
 - Vertical profile; and
 - Other appropriate noise attenuation techniques.
 - N-2.1b Work with Caltrans to achieve maximum noise abatement in the design of new highway projects or with improvements to interchanges along I-15 and I-215, and with widening of SR 79.

- N-2.1c Designate truck routes and enforce their use in order to limit unnecessary truck traffic in residential and commercial areas.
- N-2.1d Future noise impacts from development along master planned roadways should be quantified based on the posted speed limit, and ultimate roadway capacity.
- N-2.1e Actively support enforcement of the California Vehicle Code relating to vehicle mufflers, modified exhaust systems, and vehical stereo systems.
- N-2.1f Work closely with the Airport Land Use Commission and other involved agencies in the development and review of planning and environmental studies associated with any expansion or change in flight patterns at French Valley Airport.
- N-2.1g Monitor activity at the French Valley Airport to ensure that existing and proposed land uses in the City and sphere of influence remain within the Airport Land Use Guidelines for Noise Compatibility.

Goal N-3 Construction Noise

Reduce and avoid noise impacts from construction activities.

Objective N-3.1 Control excessive noise from construction activities.

- Policies**
- N-3.1a Require a construction-related noise mitigation plan for projects adjacent to developed/occupied noise sensitive land uses. Such plan should show the location of construction equipment and how noise from this equipment will be mitigated by such methods as:
 - Temporary noise attenuation barriers;
 - Preferential location of equipment; and
 - Use of current technology and noise suppression equipment.
 - N-3.1b Address noise impacts during environmental review for discretionary projects to ensure that noise sources meet City Noise Ordinance standards.

Implementation of the Noise Element

Implementation of the Noise Element will be conducted through many City departments, including, but not limited to, Planning, Building, and Code Enforcement. Project review will include the analysis of land use patterns, and compliance with Noise Ordinance requirements, to determine whether the proposed use will have an impact on existing and proposed uses in the vicinity. Code enforcement activities will include noise monitoring. Project specific noise studies may be required. Through coordinated efforts of all City departments, Murrieta will maintain acceptable noise levels for all residents and businesses.

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AIR QUALITY ELEMENT

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VIII. AIR QUALITY ELEMENT

Introduction

The City of Murrieta is located in an air basin that is well known for its poor air quality. Although Murrieta has locational advantages not afforded to other areas, it is still impacted by occasional poor air quality days. Murrieta recognizes its regional responsibility in regard to air quality and the importance of air quality to the health and safety of its residents.

Purpose and Authority

California Government Code Sections 65300 and 65302 require every city and county to draw up and adopt "a comprehensive, long-term general plan for the physical development" of the community. Seven general plan elements are required by law and may be adopted individually or as a single general plan. While air quality is not a required element, Government Code Section 65303, authorizes cities and counties to adopt additional general plan elements which they judge to be necessary.

The purpose of the Air Quality Element is to: address the problems of maximum air pollution levels, reduce the health and economic impacts of air pollution, comply with the requirements of the South Coast Air Quality Management Plan (SCAQMP) for the South Coast Air Basin (SCAB), determine the best means of addressing the SCAQMP measures for local government, and increase awareness of local community and governmental responsibility for air quality.

Summary of Existing Conditions

Extent of the Problem

The City of Murrieta is located at the southern edge of the South Coast Air Basin, a 6,600 square mile area which encompasses all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. The Basin has the worst air quality problem in the nation, and despite many strict controls, it still does not meet federal air quality standards for four of the six criteria



pollutants; ozone, carbon monoxide, nitrogen dioxide and PM₁₀ (suspended particulate matter 10 microns or less in diameter). In 1989, the Basin was the only area in the nation that failed to meet nitrogen dioxide standards. Carbon monoxide concentrations in the Basin are among the highest in the nation; ozone levels are the highest in the nation (approximately three times the federal standard); and particulate (PM₁₀) concentrations are about 80 percent above federal standards. The Basin's air quality problem is further complicated by regional projections that show significant increases in population to the year 2007.

Most of the basin's air quality problems stem from continued growth in population, heavy industry, and vehicle traffic, however, area topography and climatology also factor in. The mountains and hills which surround the basin act as barriers and trap pollutants that are not blown out of the basin with the daily on-shore flows. These trapped pollutants begin to accumulate and air quality in the basin worsens. Thermal inversions in the basin effectively trap the polluted air and prevent further dispersion. Murrieta is fortunate in that much of the air pollution in the area is dispersed in the late afternoons by local winds from the Santa Margarita canyon and Rainbow gap.

Local Setting

The climate in the South Coast Air Basin (SCAB) is influenced by the topographic and geographic conditions of the basin. The basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto mountains to the north and east. The region lies in the semipermanent high pressure zone of the Eastern Pacific. As a result, the climate is characterized by warm summers, mild winters, infrequent rainfall, frequent morning coastal fog, and moderate on-shore breezes. Precipitation is generally limited to a few storms during the winter "wet" season between November and April. Rainfall patterns in the region average about 12-13 inches per year.

Wind patterns affect local air pollution conditions.

The dominant daily wind pattern in the basin is a diurnal sea breeze followed by a nocturnal land breeze. This pattern is broken only by occasional winter storms and infrequent strong northeasterly Santa Ana winds from the mountains and deserts. The net effect of this dominant daily wind pattern is that daytime air pollutant emissions from coastal sources are carried inland and nighttime winds carry the inland pollution to the coastal areas. However, the weak nighttime wind conditions can allow for localized stagnation of pollutants inland.

National and state air pollution containment standards are set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB), for the following pollutants: ozone, carbon

monoxide, nitrogen dioxide, PM_{10} (suspended particulate matter 10 microns or less in diameter), sulfur dioxide, and lead. The South Coast Air Quality Management District (SCAQMD) also monitors for compliance with two other state standards: sulfates and visibility. Containment levels in the ambient air are sampled and compared to national and state standards to determine air quality.

The South Coast Air Quality Management District (SCAQMD) samples ambient air quality at over 38 monitoring stations in the basin. The City of Murrieta is located in SCAQMD's Air Quality Monitoring Area 26. The closest station in the monitoring area is a new station that began operation in the City of Temecula in 1991. The station monitors ozone, carbon monoxide, nitrogen dioxide, and PM_{10} . In 1991, the station measured excessive amounts of ozone (federal and state 1-hour standards were exceeded) and PM_{10} (state 24-hour standard was exceeded).

Air Quality Planning

The State of California, in recognizing the need for regional planning has created regional transportation planning agencies, water quality control boards, and regional air quality management agencies. These regional agencies can influence local government by enacting plans and measures to meet state and federal standards, thereby helping to ensure that collective responsibility is taken for satisfying regional needs. The SCAQMD and the Southern California Association of Governments (SCAG) have been designated to develop regional air quality plans for the SCAB to ensure attainment of national and state ambient air quality standards. An Air Quality Management Plan (AQMP) adopted in 1979 and revised in 1989, projected attainment of all national standards by the year 2007. Strategies to meet this goal included technological measures and the achievement of a better balance between jobs and housing in the basin to reduce commuter vehicle trips.

In July 1991, the SCAQMD and SCAG adopted a new revised AQMP which defers the attainment of national air quality standards to the year 2010. The 1991 plan shifts the emphasis to reductions in vehicle miles traveled rather than jobs/housing balance, and relies on market incentives to reduce emissions from several stationary sources. All development projects deemed regionally significant must conform to the AQMP and job/housing balance goals contained in SCAG's Regional Growth Management Plan.

The South Coast Air Quality Management Plan (AQMP) serves as the framework for addressing air quality issues and requirements in the South Coast Air Basin. The most essential goal of the AQMP is to identify how state and national ambient air quality standards will be achieved and maintained. Strategies for controlling air pollutant

SCAG's Regional Growth Management Plan and AQMP discuss air pollution.

emissions in the AQMP are grouped into three "tiers", based on their anticipated timing for implementation. Tier I consists of the implementation of best available current technology and management practices that can be adopted within the next five years. Tier II is based on anticipated advancements in current technology and vigorous regulatory action, and Tier III controls consist of development of new technology. In total, the tiers consist of 123 recommended control measures. The measures are intended to reduce air emissions by altering the following:

- Motor vehicle operation and inspection;
- Transportation Systems (including airports and ports);
- Land use and zoning decisions;
- Travel;
- Work Scheduling;
- Petroleum and Gas Production;
- Commercial and Industrial Activities;
- Stationary Sources;
- Residential and Public Activity;
- Agricultural Processes;
- The Use of Off Road Vehicles; and
- Surface Coating and Solvent Use.

*Local efforts focus on
controlling indirect sources of
air pollution.*

In order to achieve the goals and objectives of the AQMP at the local level, all cities and counties must adopt Air Quality Elements, ordinances, or plans that fully address air quality and help implement AQMP measures for achieving compliance with state and federal standards. Local responsibilities for achieving compliance with National and State Ambient Air Quality Standards primarily focus on measures that control "Indirect Sources" such as a "facility, building, structure, installation, real property, road, or highway which attracts, or may attract mobile sources of pollution. Such term includes parking lots, parking garages and other facilities subject to any measure for management of parking supply."

Goals, Objectives, and Policies

The following goals, objectives, and policies, in combination with the City of Murrieta Transportation Demand Management (TDM) Ordinance, provide for the attainment of local and regional goals aimed at improving air quality. The technical background information that supported development of these policies can be found in Chapter 3 of the City of Murrieta Master Environmental Assessment (MEA).

The Southern California Association of Government's Guidelines for the Development of Local Air Quality Elements have been used in developing the following policies to ensure consistency with the South Coast Air Quality Management Plan. The City also received important input in the development of this element from the Western Riverside Council of Governments (WRCOG).

Goal AQ-1 Regional Efforts

Improve air quality through regional efforts.

Objective AQ-1.1 Adopt and implement air quality policies in cooperation with neighboring jurisdictions through the Western Riverside Council of Governments (WRCOG) working in conjunction with the Environmental Protection Agency (EPA), the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the San Bernardino Association of Governments (SANBAG).

- Policies**
- AQ-1.1a Continue to work with the WRCOG Air Quality Coordinating Committee to implement regional and local programs designed to meet federal, state and regional air quality planning requirements.
 - AQ-1.1b Adopt air quality plans and policies consistent with the direction of the South Coast Air Quality Management District's Air Quality Management Plan (AQMP) and the western Riverside County sub-regional Air Quality Implementation Program.
 - AQ-1.1c Record actions taken to implement the regional Air Quality Management Plan so that periodic implementation reports can be prepared by WRCOG to support expeditious implementation of the AQMP.
 - AQ-1.1d Work with WRCOG to develop a set of standard mitigation measures to offset project level impacts on air quality.
 - AQ-1.1e Participate in the preparation of sub-regional, regional or county wide congestion management and growth management plans.

- AQ-1.1f Cooperate with surrounding jurisdictions in the preparation and adoption of air quality measures to ensure mutual benefit and not place any jurisdiction at an economic disadvantage.
- AQ-1.1g Involve local citizens, the business community and interested groups and individuals in the adoption and promotion of air quality programs.

Goal AQ-2 Land Use Planning

Improve air quality through land use planning.

Objective AQ-2.1 Identify municipal code, zoning and/or land use practices that could have a beneficial impact on air quality.

- Policies**
- AQ-2.1a Periodically, review ordinances that influence air quality to determine if changes are necessary based on improved technology and new regulations.
 - AQ-2.1b Utilize land use and zoning practices, including the siting of development projects, the encouragement of job-site child care facilities, reduced parking requirements to encourage ride sharing, and appropriate land use designations to minimize air quality impacts and protect "sensitive receptors."
 - AQ-2.1c To the maximum degree feasible, locate "sensitive receptors" (i.e. residences, schools, hospitals, convalescent homes, libraries, churches) away from pollution sources such as freeways, arterial, and other high emitting sources, or buffer sensitive receptors from these uses using landscaping, open space and other separation techniques.
 - AQ-2.1d Encourage multiple-use development projects that create a pedestrian style living environment and encourage use of mass transit.
 - AQ-2.1e Pursue the establishment of City policies or regulations prohibiting smoking in public places.

AQ-3 Jobs/Housing Balance

Improve air quality through greater jobs/housing balance.

Objective AQ-3.1 Increased business development to improve air quality.

- Policies**
- AQ-3.1a Cooperate with local, regional, state, and federal agencies to reduce vehicle miles traveled (VMT) and consequent emissions through job creation.
 - AQ-3.1b Improve jobs/housing balance by encouraging the development, expansion, and retention of business, with emphasis on small business development.
 - AQ-3.1c Improve access of businesses to institutions that provide education and job training to prepare local residents to fill the jobs these businesses create.
 - AQ-3.1d: Encourage a mix of housing types, affordable to all segments of the population and near job opportunities, to further reduce vehicle trips and VMT.

Goal AQ-4 Reduction of Vehicle Trips and Vehicle Miles Traveled

Control emissions by reducing vehicle trips and vehicle miles traveled.

Objective AQ-4.1 Reduce mobile source emissions.

- Policies**
- AQ-4.1a Encourage voluntary programs which would establish trip reduction plans for office, commercial, and industrial sites that generate 25 or more employees. Where possible, encourage existing businesses with 25 to 99 employees to establish trip reduction plans.
 - AQ-4.1b Encourage merchants to provide incentives to customers that shift from single occupancy vehicles to transit, carpools, bicycles, foot, or other appropriate modes.
 - AQ-4.1c Encourage transportation demand management (TDM) measures, including those which promote biking, ridesharing, telecommuting, and the use of mass transit or other appropriate modes.
 - AQ-4.1d Promote the use of alternative work weeks and flextime among employers.

- AQ-4.1e Encourage the formation of Transportation Management Associations (TMA) for large companies and/or groups of companies.
- AQ-4.1f Provide potential TMA's with administrative guidelines and technical assistance during formative stages.
- AQ-4.1g Cooperate with the Riverside Transit Authority and other mass transit purveyors to improve the area transit system.
- AQ-4.1h Encourage operators of major outdoor events to submit a trip reduction plan which applies to both patrons and employees during the course of the event.
- AQ-4.1i Encourage new business developments and existing businesses with 25,000 or more square feet of floor area to establish telecommuting centers and work-at-home programs.
- AQ-4.1j Cooperate with the trucking industry to reduce peak hour deliveries. Furthermore, reevaluate any restrictions that currently hinder non-peak hour delivery.
- AQ-4.1k Encourage the development of facilities that incorporate park and ride, telecommuting, child care, and other business accessory support facilities.

Goal AQ-5 Enhance Mobility

Enhance mobility to improve air quality.

Objective AQ-5.1 Maintain an orderly flow of traffic and improve mobility.

- Policies**
 - AQ-5.1a Ensure compliance with sub-regional, regional, or county wide Congestion Management Plans by reviewing development proposals to determine when and where new transportation facilities are needed.
 - AQ-5.1b Monitor local traffic and congestion to determine when and where new transportation facilities are needed.
 - AQ-5.1c Cooperate with local, regional, state, and federal agencies to achieve better transportation facility planning and development.

- AQ-5.1d Participate with WRCOG, SCAG, Riverside County, adjacent counties, and Caltrans in the establishment of High Occupancy Vehicle (HOV) lanes on the regional freeway, arterial, and highway system.
- AQ-5.1e Cooperate with neighboring jurisdictions in assessing the need for park-and-ride facilities along major commuter routes.
- AQ-5.1f Cooperate with neighboring counties to establish a mass transit distribution system at commuter destination locations.
- AQ-5.1g Manage the roadway system through planning, monitoring, and maintaining uniform street widths and levels of service for highways and intersections.
- AQ-5.1h Synchronize traffic signals to provide a more orderly flow of traffic and reduce congestion.
- AQ-5.1i Reduce emissions from local government fleet vehicles by equipping fleet vehicles with enhanced emission controls and purchasing new fleet vehicles which use electricity, methanol, compressed natural gas, or other clean alternative fuels.
- AQ-5.1j Cooperate with State, regional, and local agencies to develop peak hour/direction congestion pricing on highly congested travel corridors.
- AQ-5.1k Promote bicycle, transit, and shuttle facilities and services.

Goal AQ-6 Energy Conservation

Reduce air emissions through energy conservation.

Objective AQ-6.1 Encourage energy conservation practices and recycling.

- Policies**
- AQ-6.1a Incorporate energy conservation practices to reduce overall energy use within public buildings and facilities.
 - AQ-6.1b Promote the development of incentives and/or regulations to reduce emissions from residential and commercial water heaters, swimming pools and spas.

- AQ-6.1c Encourage the protection of solar access for both existing and new property owners for the use of solar collectors. Support legislation advocating the use of solar energy, and other equivalent technologies that reduce energy use and improve air quality.
- AQ-6.1d Promote recycling of wastes and use of recycled materials. Additionally, adopt incentives, regulations and procedures, in compliance with Assembly Bill 939, to divert waste from landfills.

Goal AQ-7 Particulate Matter (PM₁₀) and Fugitive Dust Emissions

Reduce particulate matter (PM₁₀) and fugitive dust emissions.

Objective AQ-7.1 Reduce particulate matter and fugitive dust emissions in support of regional, state and federal regulations.

- Policies**
- AQ-7.1a Adopt incentives, regulations, or procedures to reduce particulate matter and fugitive dust emissions from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, and off-road vehicles.
 - AQ-7.1b Adopt incentives, regulations, or procedures to reduce particulate matter and fugitive dust emissions from unpaved roads, maneuvering areas, and parking lots.
 - AQ-7.1c To the degree feasible, eliminate controlled burns during periods of poor air quality.
 - AQ-7.1d Where appropriate, establish controls and construction schedules in the City in an effort to reduce and maintain dust and emissions from grading, construction, and building demolition below South Coast Air Quality Management District threshold levels.
 - AQ-7.1e Encourage agricultural practices that minimize the amount of particulate matter entering the atmosphere.

Goal AQ-8 New Technology

Improve air quality through new technology.

Objective AQ-8.1 Support and implement innovative ideas and new technology.

- Policies** AQ-8.1a Cooperate with governmental agencies and business interests and support legislation which facilitates the use of innovative ideas and new technology to improve air quality.
- AQ-8.1b Where feasible, adopt local ordinances for implementation of new technology that controls emissions and improves air quality as such technology becomes available.

Implementation of the Air Quality Element

No one agency has the authority to implement a full range of air quality measures; however, local government does have the legal authority and responsibility to direct local action in the important areas of transportation, land use, and energy conservation. The responsibility of implementing the goals, policies, and programs of the Air Quality Element are assigned to the City's Planning Department, and in some cases, this authority is shared with the South Coast Air Quality Management District (SCAQMD), and the Southern California Association of Governments (SCAG).

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ECONOMIC DEVELOPMENT ELEMENT



IX. ECONOMIC DEVELOPMENT ELEMENT

Introduction

The economic environment that affects the City of Murrieta encompasses a wide variety of factors including those related to land use, business development, job formation, and investment. These factors are referred to as production-based elements. The local economic environment encompasses elements of consumption as well. Consumption-based factors include selection and quality of housing, retail goods and services, recreation, and educational opportunities. Sources that generate economic activity and benefit from economic production are businesses, residents, and government. The Murrieta economic environment is complex. Not only do the local production and consumption elements of the community affect Murrieta's economic environment, but the local economic performance is also affected by events that take place outside the City's geographic boundary. The City of Murrieta seeks to play a significant role in fostering and directing the community's future economic growth and performance. The Economic Development Commission will be a vital conduit directing that growth and performance. The Economic Development Element provides a policy framework through which such contribution is possible.

Purpose and Authority

State Government Code Section 65303 authorizes local jurisdictions to include elements that they recognize as being important to the city's or county's future. Murrieta recognizes that coordinated economic development is necessary to ensure the maintenance of the health, safety, and welfare of the City.

The purpose of the Economic Development Element is to provide guideline direction concerning future economic growth of the community. Within the scope of this Element, the desired role and contribution of key economic sectors of the community are identified through goals, objectives, and policies. This Element is closely related to the Land Use Element because many aspects of economic growth (jobs, housing, property values) are manifested through land

use development and resulting activities. Overall, this element establishes a direction for continued growth and guideline for decision-makers, City Staff, civic organizations, businesses, and residents.

Summary Of Key Economic Factors

The Inland Empire, including Southwest Riverside County and the City of Murrieta, is a growing but dependent economy. Local economic development is driven to a large extent by consumers attracted to area housing opportunities. A continued influx of households to the area is closely linked to economic development and employment growth in the Southern California region, including employment centers in San Diego, Orange, and Los Angeles Counties. This section discusses the economic factors affecting Murrieta. For additional detail pertaining to current economic conditions within Murrieta, refer to the General Plan Technical Reports (October, 1992).

The City of Murrieta and the Southwest Riverside area in general are unique within the context of Inland Empire growth opportunities for a variety of reasons. The area includes a broader range of housing, including executive estates, than generally found elsewhere. The area's attractiveness as a residential environment for middle-income wage earners and for higher-income executives and entrepreneurs has also stimulated more industrial activity than would be normally expected in similar growing suburban settings. Important land use activities intended to serve the demands of a growing local area population base such as retail, medical, schools, etc., are generally well represented and positioned to accommodate foreseeable growth in the area. Finally, the City has a very good freeway link to the San Diego and Central Inland Empire economic regions, as well as employment centers in Orange County. Murrieta understands that a defined economic strategy is necessary to ensure competitiveness within the region. The economic strategy should be based upon the General Plan, with attention to the overall long-term benefits of planned economic development through orderly growth in the City.

The future competitiveness of retail sector growth is dependent on tactical location and functional role of such facilities within the trade area environment.

Primary economic challenges facing the community relate to management and execution of growth opportunities. With respect to retail sector growth, future competitive strength is less dependent upon the sheer scale or volume of development but rather tactical location and functional role of such facilities within the trade area environment. The competitive effect on regional market opportunities created by the Murrieta Springs Mall project will be significant and beneficial, but will also influence prospects for additional and less

regionally-oriented developments over the mid-term. Maintaining a balance between the supply and nature of retail facilities and the rate of growth in area population base representing demand is key to sustained economic strength in the retail sector.

With respect to office and industrial sector growth, the future market environment will remain competitive despite long-term growth potential. Given an enormous supply of potentially developable properties throughout the surrounding area, tangible advantages must be provided in order to successfully attract office, industrial, and related land uses to the City. Capitalization on long-term growth potential depends on the ability to create advantages such as an attractive location, adequate infrastructure, direct or highly convenient freeway access, pricing that is competitive with surrounding area projects, and developments that use a comprehensive improvement scheme or landmark tenant/facility to establish identity.

With respect to the City's ability to meet community service obligations demanded by area residents and businesses such as police, road maintenance, etc., fiscal solvency is of utmost importance. Future land use development provides added revenues to fund service functions performed but also generates demand for additional services. Fiscal efficiency of land use depends on its ability to generate revenue in excess of the cost of services demanded. Fiscal solvency of the community is strongly influenced by the City's land use plan which defines the mix of more efficient and less efficient land uses and the associated quantity of each. Careful identification and scrutiny of probable fiscal effects resulting from proposed developments, and constant review of internal operating efficiency and scope of City-sponsored programs and services is key.

Goals, Objectives, and Policies

Goal ED-1 Sound Economic Base

Provide citizens and businesses of Murrieta with a sound economic base.

Objective ED-1.1 *Retail Commercial* Capitalize on opportunities that create a positive balance between the supply of retail and demand for goods and services.

Policies ED-1.1a Encourage retail development projects that can realistically satisfy area-wide or regional-based demand for goods and services.

- ED-1.1b Encourage retail development, expansion and remodeling projects that can effectively reverse or minimize outflows of resident expenditures to alternative retail facilities beyond the City limit.
- ED-1.1c Discourage retail development in small isolated pockets outside areas currently designated for retail land use by the General Plan.
- ED-1.1d Retail development in areas not currently designated for commercial land use by the General Plan should only be allowed when such projects are of adequate scale to effectively compete on a community or regional scale and possess sufficient market potential for success without significant impacts to the existing retail base.
- ED-1.1e Encourage development of a multi-dealer automotive sales center that satisfies regional demand for automotive purchases and is located to take advantage of freeway exposure and access.

Objective ED-1.2 *Office* Capitalize on the City's tactical location at the confluence of two interstate freeways to create a financial, administrative, medical and business center serving the Southwest Riverside area.

- Policies**
- ED-1.2a Encourage office projects of sufficient size and scope to establish a functional identity, or that are located within existing competitive concentrations of similar land use activity with adequate freeway visibility and convenient access.
 - ED-1.2b Promote Murrieta as a hub for medical services and technology through active encouragement and recruitment of medical research and care facilities.
 - ED-1.2c Encourage smaller scale office facilities within the design framework of larger retailing centers, business park projects, medical complexes or within effective concentrations of related land use versus isolated freestanding pockets.

Objective ED-1.3 *Industrial* Develop an industrial base that imports jobs and exports products by capitalizing on the City's tactical location between the Inland Empire and San Diego market regions.



- Policies**
- ED-1.3a Encourage industrial-oriented projects of sufficient size and scope to establish a functional identity and create a competitive concentration of similar land use activity with adequate freeway visibility and convenient access.
 - ED-1.3b Recognize and promote industrial designated areas in the southwest sector of the City, along the I-215 Corridor, and in proximity to the French Valley Airport as the primary locales intended for industrial development.
 - ED-1.3c Encourage small scale and individual projects at locations within or adjacent to larger projects of industrial development versus isolated pocket locations.
 - ED-1.3d Emphasize industrial development that incorporates a business park subdivision design and permits individual developable lots.

Objective ED1.4 *Housing* Promote and encourage housing development that reflects the attractive non-congested living environment of Murrieta; represents an affordable value and quality product within the regional housing market; and is commensurate with income potential of local employment opportunities and resident job skills.

- Policies**
- ED-1.4a Review housing policy, as required by State law, to ensure corresponding densities and product types can accommodate localized housing needs.
 - ED-1.4b Encourage housing that is within economic reach of all income levels and family living styles inclusive of age-restricted housing, estate and ranch properties, single family detached, single family attached, townhomes, condominium flats, and apartments.
 - ED-1.4c Strive to limit the burden of taxes and special assessment on residential development to a maximum of 2.0 percent of the total assessed value in concert with other taxing entities.
 - ED-1.4d Seek and encourage ways to reduce the effective burden of taxes and other assessments on existing housing projects to the 2.0 percent maximum limit in concert with other taxing entities.

Objective ED-1.5 *Tourism and Leisure* Promote Murrieta as an attractive tourist destination and leisurely living environment by supporting activities and projects that showcase natural amenities, open space settings, and historic activities of the surrounding region.

- Policies**
- ED-1.5a Encourage the development of tourist and entertainment-type facilities such as hotels, dinner house establishments, a music and festival park, an amusement park, mineral hot springs, golf courses, visitor center, etc.
 - ED-1.5b Encourage development and business activities that capitalize on natural amenities and resources of the area such as trail and tour guides, campgrounds, rodeos, equestrian breeding and training farms, nature and open space preserves, etc.
 - ED-1.5c Promote and encourage future development of a full-service resort that incorporates the local mineral hot springs.
 - ED-1.5d Encourage an alliance among local golf course facilities in order to attract professional tour events to Murrieta.

Objective ED-1.6 *Economic Quality of Life* Promote the economic quality of life in Murrieta by providing diverse physical and intellectual attributes that serve community residents, business, and property.

- Policies**
- ED-1.6a Encourage and support development and programs in urbanized areas of the community that create an uncongested setting through pockets of open space, natural siting, respect for vistas and landmark topography, etc., while providing necessary infrastructure.
 - ED-1.6b Encourage and support development, policy, and programs in rural areas of the community that advocate the natural ambiance of Murrieta through open space preservation, natural siting, and minimal encroachment on landmark features that embody the region's physical environment.
 - ED-1.6c Encourage and support the development of a University or Community College to serve educational pursuits of area residents and provide a highly skilled employment pool attractive to business investment and economic growth.

Goal ED-2 Strategic Approach to Economic Growth

Provide citizens and businesses of Murrieta with a strong economic base through a coordinated implementation strategy that is responsive and efficient.

Objective ED-2.1 *Implementation Approaches* Formulate and implement strategies that are responsive to critical economic goals of the community.

Policies ED-2.1a Recognize a wide range of economic issues that could require responsive action, including but not limited to the following scope of implementation programs:

Development Review/Processing	General Promotion (Local)
Development Participation/Assistance	Business Promotion (Local)
Land Acquisition/Siting Assistance	Tourism or Other Specific Promotion
Project Specific Redevelopment/Revitalization	Promotional Programs/Campaigns
Area Specific Redevelopment/Revitalization	Business Training
Public Infrastructure Requirements	Business Operating Assistance
Public Infrastructure Funding	Labor and Employment Analysis
Public Financing	Labor Skill/Employment Training
Housing Opportunity	Business Development Analysis
Housing Assistance	Bus. Recruitment/Promo (Non-Local)
Public Services/Assistance	Business Investment Assistance
Business Retention	

ED-2.1b Recognize a wide range of implementation approaches that could be employed as part of a specific implementation strategy including but not limited to the following:

- Program of historical designation of key building and sites such as Murrieta Hot Springs, Historic Murrieta, Avaxat and Toatwi Indian Sites, Emigrant Trail, Santa Gertrudis Rest Stop, Alamos District, and Santa Rosa Rancho and Ecological Preserve.
- Program of recreation promotion for visitors and residents alike including the Santa Rosa Plateau, Murrieta Creek, and Lake Skinner.
- An industrial/commercial growth program that seeks to retain existing business and attract new business that is consistent with employment skills of Murrieta residents, generates sales tax, provides attractive images, and helps diversify the area's economic and employment base.

- A program to protect against negative impacts on the City retail base by requiring market analysis of larger-scale project and policy proposals.
- An infrastructure improvement program to ensure sufficient carrying capacity is available upon development through a coordinated program of financing, project prioritizing, and capital improvement.

ED-2.1c Undertake implementation programs on a priority basis, but recognize that the dynamic nature of a market-based economy requires interim redirection of resources on a periodic basis if the community is to capitalize on viable opportunities.

Objective ED-2.2 *Implementation Coordination* Coordinate the scope of implementation programs with other economic development efforts throughout the Southwest Riverside area.

Policies ED-2.2a Recognize that economic development is a challenge accepted by several local area agencies and that the full scope of possible implementation approaches does not fall on any single entity.

ED-2.2b Maximize efficiency and effectiveness of the economic strategy by minimizing duplication of effort for desirable program approaches under the responsibility of another agency.

ED-2.2c Coordinate implementation efforts with programs carried out to other implementation agencies including but not limited to:

Murrieta Economic Development Commission
Murrieta Chamber of Commerce
Temecula Chamber of Commerce
Temecula-Murrieta Economic Development Corporation
Murrieta Redevelopment Agency

ED-2.2d Utilize the Economic Development Commission to develop an overview perspective of all economic strategy efforts underway and to fulfill an advisory role to the City and other agencies involved in the specific formulation and execution of implementation programs.

- ED-2.2e Ensure that future annexations are fiscally beneficial to the City and are accomplished through a coordinated effort between the City, LAFCO, and other interested agencies.

Goal ED-3 Special Economic Considerations

Identify and provide for special circumstances that merit unique directives regarding economic growth or revitalization.

Objective ED-3.1 *Historic Murrieta* Retain economic activities supporting the historic scale and character of the original downtown environment.

- Policies**
- ED-3.1a Include the appropriate quantity and range of commercial activity (retail, office, etc.) that has been represented in the Historic Murrieta area as part of any revitalization program effort.
 - ED-3.1b Increase commercial and housing representation (supply) as necessary to render Historic Murrieta a commercially viable entity consistent with its functional operating scale.
 - ED-3.1c Expand commercial representation and functional role of Historic Murrieta to the extent such an expansion/revitalization effort reflects sound economic planning and possesses realistic potential.
 - ED-3.1d Encourage and support the formulation of a master plan for the Historic Murrieta area that defines the area's functional role and integrates a program of infrastructure development.
 - ED-3.1e Encourage the location of a City Hall complex within Historic Murrieta, or the downtown area in general.

Objective ED-3.2 *Golden Triangle* Facilitate a Central Business District of an intensity and scale commensurate with its regional orientation.

- Policies**
- ED-3.2a The CBD shall serve as a primary location for advancing of the City's role as a location for institutions of higher learning, medical research and service hub within the Southwest Riverside Area.
 - ED-3.2b Encourage the CBD as a center for area employment opportunities and City sales tax revenue.

- ED-3.2c Golden Triangle development standards shall include provisions for the consolidation of office uses and a mixture of building types with open space amenities.

Objective ED-3.3 *Madison Avenue* Provide an effective concentration of regionally-oriented volume merchandisers that satisfies retail demands from within and beyond the City limit.

Policies ED-3.3a Encourage high-volume retail outlets along the Madison Avenue Corridor from Murrieta Hot Springs Road to California Oaks Road.

ED-3.3b Encourage concentration of retail centers in functional nodes at freeway intersection locations to maximize exposure and convenient access within the regional trade area environment.

Goal ED-4 Fiscal Strength

Develop a strong fiscal operating position with the capacity to meet public service demands of residents and businesses.

Objective ED-4.1 *Fiscal Structure* Improve the ongoing fiscal revenue and cost structure of the City as well as fiscal growth potential inherent to land use development, business activities, and redevelopment/revitalization programs.

Policies ED-4.1a Review the fiscal viability of future development projects in terms of net effect resulting from construction and probable land use activities.

ED-4.1b Scrutinize the probability of market support for retail, lodging, and entertainment-based projects to ensure anticipated fiscal benefits can be realized and the competitive position of the City is not jeopardized by undermining market performance of effective merchandisers that may already exist in the City.

ED-4.1c Review the City's fiscal revenue and cost structure on a periodic basis so that staff-level assessment of smaller-scale projects can be provided in a quick, cost-effective, and accurate manner.

ED-4.1d Review large-scale projects involving any and all forms of land use development, redevelopment, or revitalization on

a project-specific basis to determine fiscal viability and market potential.

- ED-4.1e For development projects and programs requesting public funding, infrastructure participation or revenue sharing, a fiscal and financing analysis should be required to aid in determining the merit of providing such assistance.
- ED-4.1f Review and evaluate operating efficiency and necessity of City-sponsored programs and services on a recurring basis to ensure residents and businesses are provided priority services in a cost-effective manner.
- ED-4.1g Review and evaluate General Plan policies, ordinances, and design standards on a periodic basis to ensure that adopted government controls accommodate development projects and business activities that are fiscally beneficial and achievable within realistic parameters that dictate our market-based economy.

Objective ED-4.2 *Infrastructure Capacity* Develop a coordinated system of infrastructure in concert with growing service demands that provides for orderly and efficient development in the community.

- Policies** ED-4.2a Formulate a master plan of infrastructure and capital improvements that satisfies service demands inherent to General Plan growth policies and is coordinated with infrastructure planning efforts of area service districts, utility companies, adjoining government agencies, and City departments or entities, such as Redevelopment, Parks and Recreation, and police and fire services.
- ED-4.2b Create a public facilities financing program that employs a diverse range of mechanisms to ensure long-term funding for infrastructure and related capital improvements as service capacity is demanded or when baseline facilities are required.
- ED-4.2c Develop a public financing strategy that recognizes the need to focus efforts towards specific service areas or infrastructure improvements such as storm drains on a priority basis in order to create infrastructure systems of sufficient scale to accommodate orderly and efficient residential and non-residential growth.

- ED-4.2d Large-scale development projects shall include a financing plan for infrastructure and related capital improvement that is consistent and coordinated with the City master plans.

Implementation of the Economic Development Element

Implementation of the Economic Development Element will require coordination between the City of Murrieta, adjacent and regional jurisdictions, and local businesses and residents. The Economic Development Commission (EDC) is the body to provide that coordination. Goal 2 of the Element discusses and outlines a strategic approach to economic development. As shown in the Goal 2 section, there are a number of activities that assist and contribute to the implementation of the Element. The City will implement the Economic Development Element through private/public actions and policies. Overall, the City must maintain flexibility due to the dynamic nature of our market-based economy.

GLOSSARY OF TERMS AND INDEX

X. GLOSSARY OF TERMS AND INDEX

Introduction

This chapter is provided to clarify terms used throughout the General Plan. The first section of this chapter identifies technical and commonly used words that may not be easily understood by most people. The second part of this chapter is a brief index, intended to assist the reader in finding information on particular subjects. Because there are no standardized lists of necessary definitions or index subjects, this chapter is not exhaustive.

Glossary of Terms

The definitions given are by no means the only acceptable or complete ones available. Most definitions found in this chapter were extracted from The California General Plan Glossary, published by the California Round Table, 1990, and other resources. Most definitions identified in this section are found in the previous General Plan elements. Some definitions, however, are included due to their obvious relevance to planning in general.

ADT:	Average Daily Trips
AQMP:	Air Quality Management Plan
CARB:	California Air Resources Board, sometimes abbreviated as ARB
CBD:	Central Business District
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CFD:	A Mello-Roos Community Facilities District
CFR:	Code of Federal Regulations
CIP:	Capital Improvements Program
CMP:	Congestion Management Plan
CNEL:	Community Noise Equivalent Level
DEIR:	Draft Environmental Impact Report
EIR:	Environmental Impact Report
FAR:	Floor Area Ratio
FEIR:	Final Environmental Impact Report
FEMA:	Federal Emergency Management Agency

HCD:	Housing and Community Development Department of the State of California
LAFCO:	Local Agency Formation Commission
LOS:	Level of Service
NOP:	Notice of Preparation
NPPA:	Native Plant Protection Act
NSR:	New Source Review
SCAG:	Southern California Association of Governments
SCAQMD:	South Coast Air Quality Management District
SIP:	State Implementation Plan
SO ₂ :	Sulfur Dioxide
SO _x :	Sulfur Oxides
SPRR:	Southern Pacific Railroad
TDM:	Transportation Demand Management
TDS:	Total Dissolved Solids
TSM:	Transportation Systems Management
TSP:	Total Suspended Particulates
UBC:	Uniform Building Code
USFWS:	U.S. Fish and Wildlife Service
V/C:	Volume to Capacity Ratio
VTM:	Vehicle Miles Traveled
WRCOG:	Western Riverside Council of Governments

A-Weighting

A weighting scheme applied to sound level measurements; corresponding approximately to human hearing sensitivity. Expressed as decibels. A-weighted (dBA).

Acres, Gross

The entire acreage of a site, including easements.

Acres, Net

The portion of a site that can actually be built upon.

Active Fault

Evidence of Holocene surface faulting that is in the last 200 years

Adaptive Reuse

The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adequate School Facilities

A permanent school facility consisting of 30% portables, which contains permanent core facilities, including, but not limited to, classrooms, offices, library, multi-purpose room, restrooms, and physical education facilities, all built to Office of Local Assistance standards, and which are aesthetically compatible with the surrounding neighborhood.

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing capable of being purchased or rented by a household with a very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Air Basin

Jurisdictional boundary influences by physiographical barriers for the regulation of air pollutants of South Coast Air Basin.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Quality Management Plan (AQMP)

Outlines rules and regulations for improving and maintaining the quality of air in the region.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

Ambient Noise

A mix of all the existing sound within a given location, room, etc.; background noise.

Annex, v.

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Architectural Control, Architectural Review

Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review")

Arterial

Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assessment District

(See "Benefit Assessment District")

Aquifer

A body of rock that is sufficiently permeable to conduct ground water and to yield economically significant quantities of water to wells and springs.

Bedrock

The rock that underlies gravel, soil, or other superficial material.

Benefit Assessment District

An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highway Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

British Thermal Unit (BTU)

A measure of energy. The quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at a specified temperature.

Buffer Zone

An area of land separating two distinct land uses that act to soften or mitigate the effects of one land use on the other.

Buildout; Build-out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planing or zoning designations.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

Caltrans

California Department of Transportation

Capital Improvements Program (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector

Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial

A land use classification that permits facilities for the buying and selling of commodities and services.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Redevelopment Agency (CRA)

A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Compatible

Capable of existing together without conflict or ill effects.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Conservation

The management of natural resources to prevent waste, destruction, or neglect. The State mandates that a Conservation Element be included in the general plan.

Consistent

Free from variation or contradiction. Programs in the general plan are to be consistent, not contradictory or preferential. State law requires consistency measures such as the zoning ordinance.

Cultural Resource

Places or objects important for scientific, historical, and religious reasons to cultures, communities, and individuals.

Cumulative Impacts

Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects.

dB

Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA

The "A-weighted" scale for measuring sound decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

Density, Residential

The number of permanent residential dwelling units per area of land. Densities specified in the General Plan are expressed in units per gross acre.

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Design Review, Design Control

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Emergency Shelter

A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling, and access to other social programs.

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage, v.

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Animal Species

Any animal species in danger of extinction throughout all or a significant portion of its range. This definition excludes species of insects that the Secretary of the Interior determines to be pests and whose protection under the Endangered Species Act of 1973 would present an overwhelming and overriding risk to man.

Endangered Plant Species

Species of plants in danger of extinction throughout all or a significant portion of their ranges. Existence may be endangered because of the destruction, drastic change, or severe curtailment of habitat, or because of over exploitation, disease, predation, or unknown reasons. Plant taxa from very limited areas, e.g., the type localities only, or from restricted fragile habitats are usually considered endangered.

Enhance, v.

To improve existing conditions by increasing the quantity of beneficial uses.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Erosion

(1)The loosening and transportation of rock and soil debris by wind, rain, or running water. (2)The gradual wearing away of the upper layers of earth.

Family

(1) Two or more persons related by birth, marriage, or adoption (U.S. Bureau of the Census). (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind (California).

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Final Environmental Impact Report (FEIR)

The Final EIR includes all comments made to the Draft EIR as well as the responses of the proposer to those comments and is submitted to the state government and the public for review of a proposed project.

Fiscal Impact Analysis

A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR)

A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area Ratio (FAR)

The gross area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 sq. ft. of floor area; a FAR of 2.0 would allow 20,000 sq. ft.; and a FAR of 0.5 would allow only 5,000 sq. ft. Commonly used in zoning.

Fossiliferous

Containing fossils.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turn-pikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

gpd

Gallons per day. A measure of flow rate.

gpm

Gallons per minute. A measure of flow rate.

General Plan

A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use Noise, Open Space, and Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Goal

A general, overall, and ultimate purpose, aim, or end toward which the city or county will direct effort.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Basin

Underground formation with sides and bottom of relatively impervious material in which groundwater is held or retained. Aquifer or system of aquifers with well defined boundaries.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standard for levels of service, and other programs.

Habitat

The place where an animal or plant normally lives, often characterized by a dominant plant and codominant form, such as pinyon-juniper habitat.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the work place or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhood until such time as, and in order to facilitate, restoration, and rehabilitation of the building(s) to a former condition.

Homeless

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, §65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing")

Household

All those persons - related or unrelated - who occupy a single housing unit. (See "Family.")

Housing and Community Development Department of the State of California (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element

Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's general plan in order to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under State Law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)

A cabinet-level department of the federal government that administers housing and community development programs.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, *et seq.*, specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation

Actions, procedures, programs, or techniques that carry-out policies.

Improvement

The addition of one or more structures or utilities on a parcel of land.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development

Development of vacant land (usually individual lots or left-over properties) within an area that is already largely developed.

Infrastructure

Public services and facilities , such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Inversion

A layer of air in the atmosphere in which the temperature increases with altitude at a rate greater than normal (adiabatic). Pollutants tend to be trapped below the inversion.

Issues

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio greater than 1.0 indicates a net in-commute, less than 1.0 indicates a net out-commute.

L_{dn}

The day/night average sound level, defined as the 24-hour period L_{eq} with 10 dBA added to the nighttime average level, L_n .

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the general plan.

Land Use Classification

A system for clarifying and designating the appropriate use of properties.

Land Use Element

A required element of the general plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The Land Use Element serves as a guide to the structuring of zoning and subdivision controls, urban renewal, and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation

A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A

Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B

Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in single signal cycle.

Level of Service C

Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D

Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E

Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F

Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Low-Income Household

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey on incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of

Housing and Urban Development (HUD) for the Section 8 housing program.

Mandatory Element

A component of the general plan mandated by State law. California State law requires that a general plan include elements dealing with seven subjects - circulation, conservation, housing, land use, noise, open space, and safety - and specifies to various degrees the information to be incorporated in each element. (See "Land Use Element.")

May

That which is permissible.

Midden

A refuse stock pile associated with a prehistoric cultural resource site.

Minimize, v.

To reduce or lessen, but not necessarily to eliminate.

Mitigate v.

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mitigation Measure

Method or procedure undertaken for the purpose of avoiding or reducing potential impact(s) of an action.

Mixed-Use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Must

That which is mandatory.

National Register of Historic Places

A list of significant historic and prehistoric sites and districts which provides procedural protection of these properties.

Natural State

The condition existing prior to development.

Necessary

Essential or required.

Nitric Oxide (NO)

A molecule of one nitrogen and one oxygen atom. Results usually from combustion of organic substances containing nitrogen and from recombination of nitrogen decomposed in air during high temperature combustion.

Nitrogen Dioxide (NO₂)

A molecule of one nitrogen and two oxygen atoms. Results usually from further oxidation of nitric oxide (NO) in the atmosphere. Ozone accelerates the conversion.

Nitrogen Oxides (NO_x)

Poisonous and highly reactive gases produced when fuel is burned at high temperatures, causing nitrogen in the air to combine with oxygen.

Notice of Preparation (NOP)

A notice prepared and mailed to all responsible agencies and interested parties informing the agencies of the proposed project and inviting comments regarding the scope of issues to be addressed in the EIR. Required by the California Environmental Quality Act.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or its intense enough to damage hearing, or is otherwise annoying. Noise, simply is "unwanted sound."

Objective

A specific statement of desired future condition toward which a City or County will expend effort in the context of striving to achieve a broader goal.

One-Hundred-Year-Flood

This is the flood which has a one (1) percent probability of occurrence in a given year.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay

A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone (O₃)

A colorless gas formed by a complex series of chemical and photochemical reaction of reactive organic gases, principally hydrocarbons, with the oxides of nitrogen, which is harmful to the public health, the biota and some materials.

PM₁₀

Particulate matter less than 10 micron in size, which is small enough to be inhaled deeply into the lungs and cause disease.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours duration.

Performance Standards

Regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards may provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Community

A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planning Area

The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence and encompasses land both within the City Limits and potentially annexable land.

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or

the legislative body itself, as deemed appropriate by the legislative body.

Policy

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollution

The presence of mater or energy whose nature, location, or quantity procedures undesired environmental effects.

Potentially Active Fault

Evidence of Late Quaternary surface faulting that is in the last 11,000 years.

Poverty Level

As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve, v.

To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain").

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

Project

The whole of an action, which has a potential for resulting in a physical change in the environment.

Protect, v.

To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-public Facilities

Institutional, academic, governmental, and community service uses, either publicly owned or operated by non-profit organizations.

Rare Species

A species which, although not presently threatened with extinction, is in such small numbers throughout its range that it may become endangered if its present environment worsens.

Recycle

The process of extraction and reuse of materials from waste products.

Residential

Land designated in the city or county general plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family

Usually three or more dwelling units on a single site, which may be in the same or separate building.

Residential, Single-Family

A single dwelling unit on a building site.

Ridgeline

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-Way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian

The area or zone along the banks of a stream or lake that is not covered by water.

Rural/Non Urban

Relating to or characteristic of the country.

Scenic Highway/Scenic Route

A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980's, general plans in California were required to include a Scenic Highways element.

Section 8 Rental Assistance Program

A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Second Unit

A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seismic

Caused by or subject to earthquakes or earth vibrations.

Sensitive Receptor

That segment of the population that because of age or weak health is more susceptible to the effects of air pollution, noise, etc., than the population at large.

Sensitive Species

Generic term for any plant or animal species which is recognized by the government or by any conservation group as being depleted, rare, threatened, and/or endangered.

Setback

The horizontal distance between the property line and any structure.

Shall

That which is obligatory or necessary.

Should

Signifies a directive to be honored if at all possible.

Shrink-swell Potential

The expansion or contraction of primarily clayrich soils during alternating wetting and drying cycles.

Significant Effect

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Significant Environmental Impact

As defined by CEQA, Chapter 3, Article 1, Section 15002 (g), it is "a substantial adverse change in the physical conditions which exist in the area affected by the proposed project."

Single-Family Dwelling, Attached

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-Family Dwelling, Detached

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil Liquefaction

A condition where soil strength is greatly reduced because of excessive pore water pressure buildup, especially in saturated sandy soils that are subject to compaction remolding triggered by earthquake vibrations.

Solid Waste

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan

Under Article 8 of the Government Code (§65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systemic implementation of any General Plan element(s).

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

State Implementation Plan (SIP)

A document required periodically from each county by EPA that indicates the progress and the planning of the country for improving the quality of its air.

Street Tree Plan

A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Subsidence

The settling or sinking of soil layers due to water or oil extraction resulting in compaction and uneven surface elevations.

Sulfur Dioxide (SO₂)

A corrosive and poisonous gas produced from the complete combustion of sulfur in fuels.

Sulfur Oxides (SO_x)

The group of compounds formed during combustion or thereafter in the atmosphere of sulfur compounds in the fuel, each having various levels of oxidation, ranging from two oxygen atoms for each sulfur atom to four oxygen atoms.

Terrestrial

Related to or living on land. Terrestrial biology deals with upland areas as opposed to shorelines or coastal habitats.

Threatened Species

Species which, although not presently threatened with extinction, is likely to become endangered in the foreseeable future in the absence of special protection and management efforts.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Total Suspended Particulates (TSP)

Solid or liquid particles small enough to remain suspended in air. PM₁₀ is the portion of TSP that can be inhaled.

Tourism

The business of providing services for persons traveling for pleasure. Tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Traffic Model

A mathematical representation of traffic movement within and area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin -often from home, but not always) and one "attraction end" (destination). (See "Traffic Model.")

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are

correlated with destinations that attract household members for specific purposes.

Truck Route

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Tsunami

A long gravity wave generated by sudden movements of the ocean bottom during submarine earthquakes, landslides or volcanic activity.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the city or county zoning ordinance and general plan land use designations.

Utility Corridor

A strip of land, or an easement, on which utility or pipelines are constructed.

Vacant

Lands or buildings that are not actively used for any purpose.

Vehicle Miles Traveled (VMT)

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-Income Household

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Visual Resource

The physical features of a landscape which can be seen (e.g., land, water, vegetation, structures, and other features).

Volume to Capacity Ratio (V/C)

A measure of the capacity of a roadway. When V/C is 100 percent, no more traffic can be accommodated.

Watercourse

Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include man-made channels, ditches, and underground drainage and sewage systems.

Watershed

The area contained within a drainage divide above a specified point on a stream.

Wetland

Lands transitional between obviously upland and aquatic environments. Wetlands are generally highly productive environments with abundant fish, wildlife, aesthetic, and natural resource values. For this reason, coupled with the alarming rate of their destruction, they are considered valuable resources, and several regulations and laws have been implemented to protect them.

Zoning

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas. A program that implements policies of the general plan.

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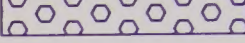
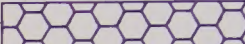
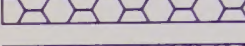
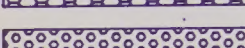
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Residential

- ## Commercial

- | | |
|---|--------------------------------|
|  | Professional Commercial |
|  | Neighborhood Commercial |
|  | Community Commercial |
|  | Recreational/Resort Commercial |
|  | Regional Commercial |
|  | Multiple Use |

Industrial

-  **Business Park**
 -  **General Industrial**

-
- Civic/Institutional**
- Open Space**
- Recreation/Parks**
- Private Recreation**

- M.P.O. Master Plan Overlay**

- 
- Historic Overlay**



CITY COUNCIL
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